DIRIDON STATION AREA PLAN

10-YEAR HORIZON ANALYSIS

JUNE 2014

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Approved by the City Council, June 2014

Prepared by
Field Paoli
CDM Smith
Dyett & Bhatia
Fehr & Peers
David J. Powers & Associates
Hexagon

for
The City of San José

Cover photo
Strasbourg Train Station

Revisions Prepared by the
City of San José
Department of Transportation

Table of Contents

List of Tables and Figures

Tables

Figures

1. 10-YEAR HORIZON ANALYSIS - INTRODUCTION

Executive Summary

On January 25, 2011, Mayor and Council directed City staff to develop a near-term 10-Year Horizon Analysis (TYHA) as part of the Diridon Station Area Plan (DSAP). The TYHA studied transportation and parking needs in the first 10 years of development in the Diridon Station Area based on the current traffic and parking conditions and assumed the following conditions:

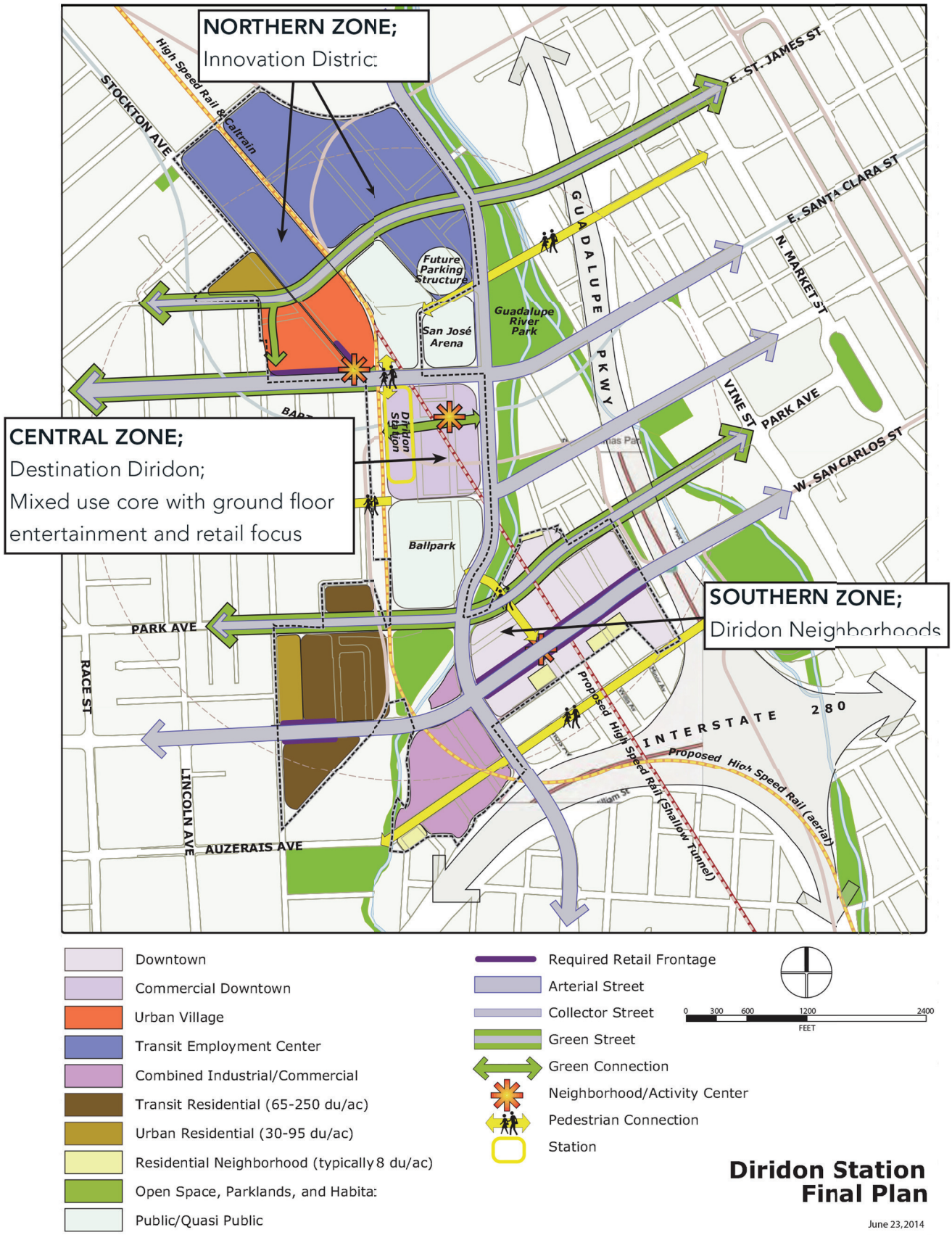
- Continued operation of the San José Arena as a major economic contributor to the Downtown San Jose economy
- Consistency with the San José Arena Management Agreement with the City of San Jose and the Transportation and Parking Management Plan (TPMP) for San José Arena
- Consistency between the Diridon Station Area Plan (DSAP) Preferred Plan; utilized same context for the Station Area, with its districts A to H (Figure 1-1-1), and the same Preferred Land Use Plan (Figure 1-1-2). The emphasis for the 10-Year Horizon Analysis is on six core blocks Subarea H in the Central Zone.
- Consistency with the transportation and parking goals within the City's General Plan, Envision San José 2040 General Plan
- Redevelopment of the entire core area (Subarea H) as called for in the Preferred Plan at full build-out (1,146,000 SF of commercial/office, 140,000 SF of retail, 250 hotel rooms)
- Planned conditions and projects to be present in the first ten-years as outlined in Chapter 2

The TYHA described a scenario that could be develop over the next ten years and showed that adequate parking during the weekday peak hour demand period could be met through use of shared parking facilities in the Diridon Station Area and surrounding areas.

San José is poised to create a model urban transportation hub within an exciting and livable downtown environment. The Diridon Station Area Plan and the 10-Year Horizon Analysis are vital steps toward the creation of an innovative urban place that will serve as a memorable and dynamic gateway to San José and the region.

FIGURE 1-1-1: DIRIDON STATION AREA IN CONTEXT

FIGURE 1-1-2: DIRIDON STATIONAREA - PREFERRED LAND USE PLAN



Report Organization

The TYHA is intended to assist the City with future projects in the Station Area. In addition to the introductory chapter, the report includes the following:

Chapter 2 provides descriptions of elements and planned conditions that are included in the near term - the first ten years - of the DSAP Preferred Plan Report.

Chapter 3 provides conceptual scenarios for development of the core blocks of the Preferred Plan Report, in addition to analysis of parking demand and supply in the Diridon Station Area for the ten year horizon.

Chapter 4 references the Traffic Impact Analysis for the 10-year Horizon, which is provided in a separate traffic document.

Appendix A provides the data and calculations used for the shared parking demand analysis.

Appendix B provides conceptual parking layouts for the six blocks in Subarea H as well as the future Adobe development site.

Appendix C includes an itemization of parking demand and supply by time of day and under two different alternative scenarios of providing parking in Subarea H.

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2. 10-YEAR HORIZON ANALYSIS - PLANNED CONDITIONS

2.1 Introduction

The 10-Year Horizon Analysis (TYHA) assumes inclusion of components that are part of the planned conditions for the Diridon Station Area. The components include:

- Central Zone Core Blocks
- Adobe Expansion Site Redevelopment
- Ballpark Stadium
- BART Station Box Structure
- Autumn Parkway
- Diridon Station Improvements
- New Bus Station
- Additional Transit Enhancements
- Primary Public Plaza
- San Jose Arena Parking Structure
- San Jose Arena / Arena Management Agreement

The location and extent of the components are shown in Figure 2-1-1.

2.2 Central Zone Core Blocks

The Central Zone includes subareas G and H and it is assumed for purposes of the TYHA that all built development in the first ten years could occur within the core blocks of sub-area H. Sub-area G is the site for the new ballpark stadium. Figure 2-2-1 shows subareas G and H within the overall Diridon Station Area.

The station area naturally divides into three primary zones, each of which has very different characteristics. These three zones are illustrated in Figure 2-2-1. The character of each zone is due partly to the existing uses to remain in place and partly due to constraints and opportunities for new development. The character of each zone is, in summary:

- NORTHERN ZONE – the innovation zone
- CENTRAL ZONE – the commerce and entertainment zone
- SOUTHERN ZONE – the urban neighborhoods zone

The amount of development that could occur within the core blocks in the first ten years was determined by a proposed test fit plan for the sites that yielded the following assumptions used for the parking and traffic studies.

Commercial/Office - 1,146,000 SF

Retail Shops - 20,000 SF

Restaurant/Bar - 50,000 SF

Family Restaurant - 10,000 SF

Nightclub - 60,000 SF

Hotel - 250 rooms

2.3 Adobe Expansion Site Redevelopment

In the eastern part of the Central Zone, outside the DSAP boundary, is the Adobe Expansion Site. Since the redevelopment of the site could occur within the 10-year horizon of our analysis, it is included in the parking and traffic studies. In addition, since a large parking structure will be a part of the redevelopment of the site, availability of parking for uses other than by functions of the Adobe company is included in parking studies.

Figures 2-3-1 and 2-3-2 show the location of the Adobe expansion site and the size and extent of the currently proposed parking garage as a part of the site redevelopment. The diagrammatic plan represents the entitlement for the Adobe site by the City of San José.

The Adobe Expansion Site is a planned and City approved development. Up to 1,025,000 SF of office and retail uses and 325 multi-family attached residences are allowed on this 8.8 acre site. The project at full build-out will develop 2,075 to 3,075 parking spaces for the proposed commercial uses on the site. Included in the EIR for the Adobe Expansion Site are future commercial parking spaces that could be available for public and Arena patrons use after 6:30 pm on weekdays. The TYHA assumes that 70% of the minimum net new parking spaces provided will be available for evening use on weekdays.

If and when the potential future Adobe development occurs, the City will investigate means and use its best efforts to continue fulfilling off-site parking requirements in the City's agreement with San Jose Arena Management, including encouraging the developer to make available parking spaces during and after site development, and to design the future parking facility in a way that facilitates efficient operations of likely users, including event users.

2.4 Ballpark Stadium

Within the 10-year horizon, a Ballpark Stadium is assumed to be built in the Central Zone along and west of the Autumn Parkway between San Fernando Street and Park Avenue. Figure 2-4-1 portrays a conceptual plan of the Ballpark. The alignment of the Autumn Parkway will be designed and constructed in coordination with the Ballpark.

An EIR and an SEIR for the Ballpark Stadium have been completed and accepted by the City.

For the 10-Year Horizon Analysis, traffic, transportation and parking analyses include the impact of the Ballpark and events held at the Ballpark

2.5 BART Station Box Structure

For purposes of the TYHA, the construction of the below-grade BART Station Box Structure is assumed to be completed in the first ten years. This assumption is essential to this report; completion of the box structure is necessary before much of the planned development can occur in the Central Zone. The TYHA does not assume completion of the Station, the BART tube on both ends of the Station structure, nor does it include BART service or BART parking demand.

Figure 2-5-1 indicates the approximate location and size of the Station Box Structure within the Central Zone of the Diridon Station Area. The Station Box Structure will effect how development and infrastructure improvements occur on the core blocks above and below grade.

2.6 Autumn Parkway

The Autumn Parkway Improvement Project provides a primary north-south roadway within the Diridon Station Area, connecting Coleman Avenue in the north (providing convenient airport and freeway access) to Bird Avenue in the south (providing convenient freeway access). The project extents for the purpose of this study are from south of Coleman Avenue at the railroad to the intersection with San Carlos Street, as shown in Figure 2-6-1.

The Autumn Parkway Improvement Project is assumed to be completed in the first ten years of the DSAP with the ballpark.

The north-south connectivity which Autumn Parkway will provide is intended primarily for vehicles. However, in addition to vehicular traffic, there are opportunities to provide separate connections and routes for bikes and pedestrians. The most obvious of these connections is the riverside trail within Guadalupe Parkway, which could be extended southward and eventually connected to a completed northward extension of the Los Gatos Creek Trail.

The TYHA considers both the traffic and parking along the completed vehicular Autumn Parkway Improvement Project.

2.7 Diridon Station Improvements

The 10-Year Horizon Analysis assumes that there will be improvements to the existing Diridon Station and the area around it for enhanced train and other transit improvements. Currently, Caltrain, ACE, and Amtrak trains use the station for passenger service, as well as freight trains. In addition, as part of the blended system of rail service from San José to San Francisco, in anticipation of high-speed rail service linking northern and southern California, improvements are being made to the rail service and facilities. The improvements include electrification of rail service, which will effect and include improvements to Diridon Station.

Figure 2-7-1 is a plan that shows the location of Diridon Station and immediate surroundings.

2.8 New Bus Station

As part of the improvements to the Diridon Station and transit facilities in the Station area, the TYHA assumes that there will be a new Bus Station. The Station will be exterior, will be proximate to the Station, and will include at least thirteen bus bays, serving lines of several bus operators. The location and configuration of the Bus Station has been proposed with several options with the preferred plan to be selected at a later date.

Figure 2-8-1 shows an option for the Bus Station facility to be located next to the existing Diridon Station and accessible from Cahill and San Fernando Streets.

2.9 Additional Transit Enhancements

In addition to heavy rail train service and the new Bus Station, other transit enhancements are planned. The 10-Year Horizon Analysis does not include all the enhancements shown on Figure 2-9-1; however, planned improvements include: increased bus service with bus rapid transit lines (BRT), better bus stops, improved shuttles to downtown (Downtown Area Shuttle - DASH), improved shuttles to the San José International Airport (SJC), and improved real-time information systems. Enhancements planned for the future after the first ten years include BART service, improved airport shuttle connection (e.g. automated transit network system), and high-speed rail service.

2.10 Primary Public Plaza

Three options for a Primary Public Plaza at Diridon Station were studied and presented as a part of the DSAP Preferred Plan Report. The Report indicated the size, shape and location for a primary plaza, but did not favor any particular option. The three options for a plaza are shown in a yellow color in the Figures 2-10-1, 2-10-2 and 2-10-3. The options are not explored in design or programming beyond the study shown in the Preferred Plan. All three options are adjacent to the Diridon Station, are near or over the BART station, and front Cahill Street. The “Triangular” and “Linear” options connect Cahill and Autumn Parkway with an open space and view corridor. In addition, the “Triangular Plaza” places the new Bus Station in front of the existing Diridon Station.

2.11 San Jose Arena Parking Structure

A parking structure with at least 900 spaces is proposed to be located next to and immediately north of the San Jose Arena, as shown in Figure 2-11-1. The structure could be necessary to meet future parking demand generated by the San José Arena patrons and new development in the area.

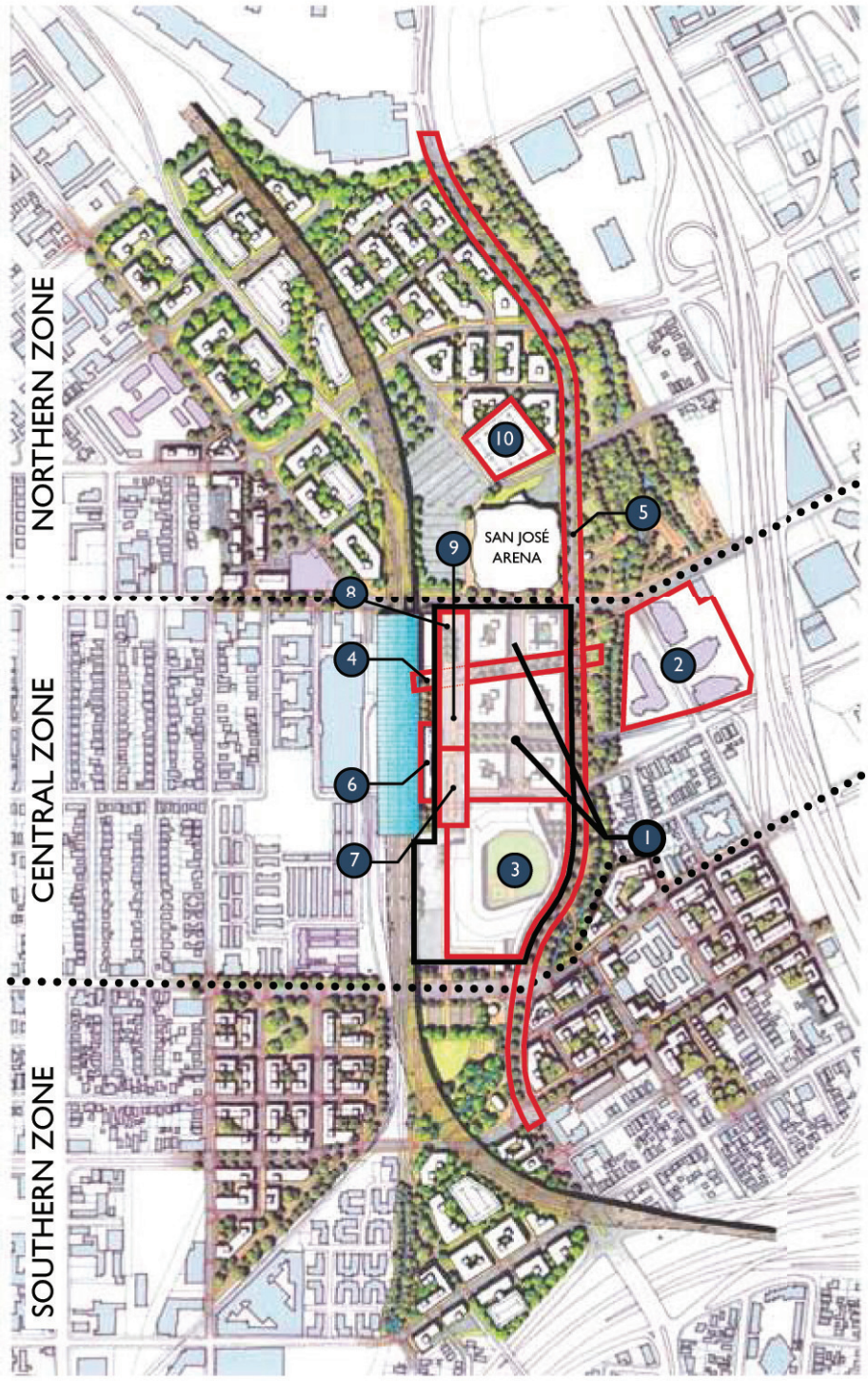
Communications between the City and Arena have included the provision of the parking structure and as stated in Section 5 of the Third Amendment to the Amended and Restated San Jose Arena Management Agreement, both parties agreed that it is in the best interest to provide for the future vitality and viability of the San José Arena and intend to increase the additional on-site parking in the area located northeast of St. John and Montgomery Streets. The agreement also states that the additional on-site parking will be made available to the public and to San José Arena patrons.

The TYHA does not commit the City or Arena Management to construct the 900 space parking garage but assumes in the overall DSAP that a parking structure will be built at that location if all the other development and projects in the Plan come to fruition. If the parking structure is not constructed at the time needed, then the developer of that site and possibly surrounding sites would be responsible for providing the 900 parking spaces elsewhere in order to meet the parking demand requirements. The TYHA, however, does not make any assumptions regarding the funding of that parking structure or for any other parking opportunities.

2.12 San Jose Arena / Arena Management Agreement

The San Jose Arena Management Agreement commits the City to pursue best efforts to achieve and maintain at least 6,350 parking spaces at Off-Site Parking Facilities available for Arena patrons within one-half mile of the West Santa Clara Street entrance to the Arena, of which approximately half of such spaces will be within one-third mile of the West Santa Clara Street entrance. In addition, City will manage and facilitate convenient vehicular access to and from parking facilities located in the Diridon Station Area. Future Transportation and Parking Management Plan need to be in compliance with this agreement in order to meet the City's obligations and ensure the continued success of the arena as an anchor of the Diridon area and as a regional draw.

FIGURE 2-1-1: ELEMENTS IN THE 10-YEAR HORIZON ANALYSIS



1. CENTRAL ZONE CORE BLOCKS
2. ADOBE EXPANSION SITE REDEVELOPMENT
3. BALLPARK STADIUM
4. BART BOX STRUCTURE
5. AUTUMN PARKWAY
6. DIRIDON STATION IMPROVEMENTS
7. NEW BUS STATION
8. ADDITIONAL TRANSIT ENHANCEMENTS
9. PRIMARY PUBLIC PLAZA
10. SAN JOSÉ ARENA PARKING GARAGE (per the Parking Sites Study)

FIGURE 2-2-1: PRIMARY ZONES IN THE DIRIDON STATION AREA

NORTHERN ZONE

CENTRAL ZONE

SOUTHERN ZONE

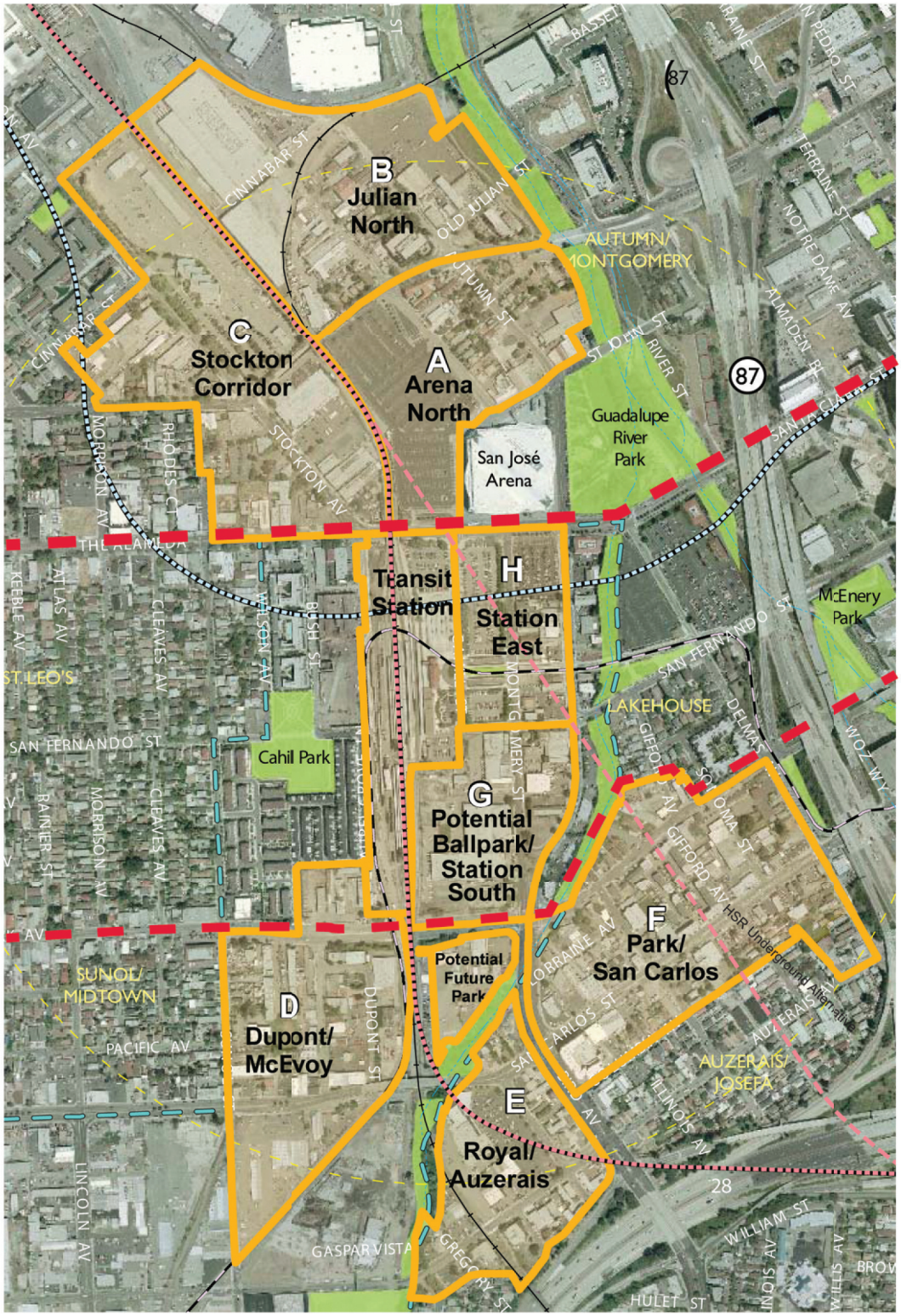
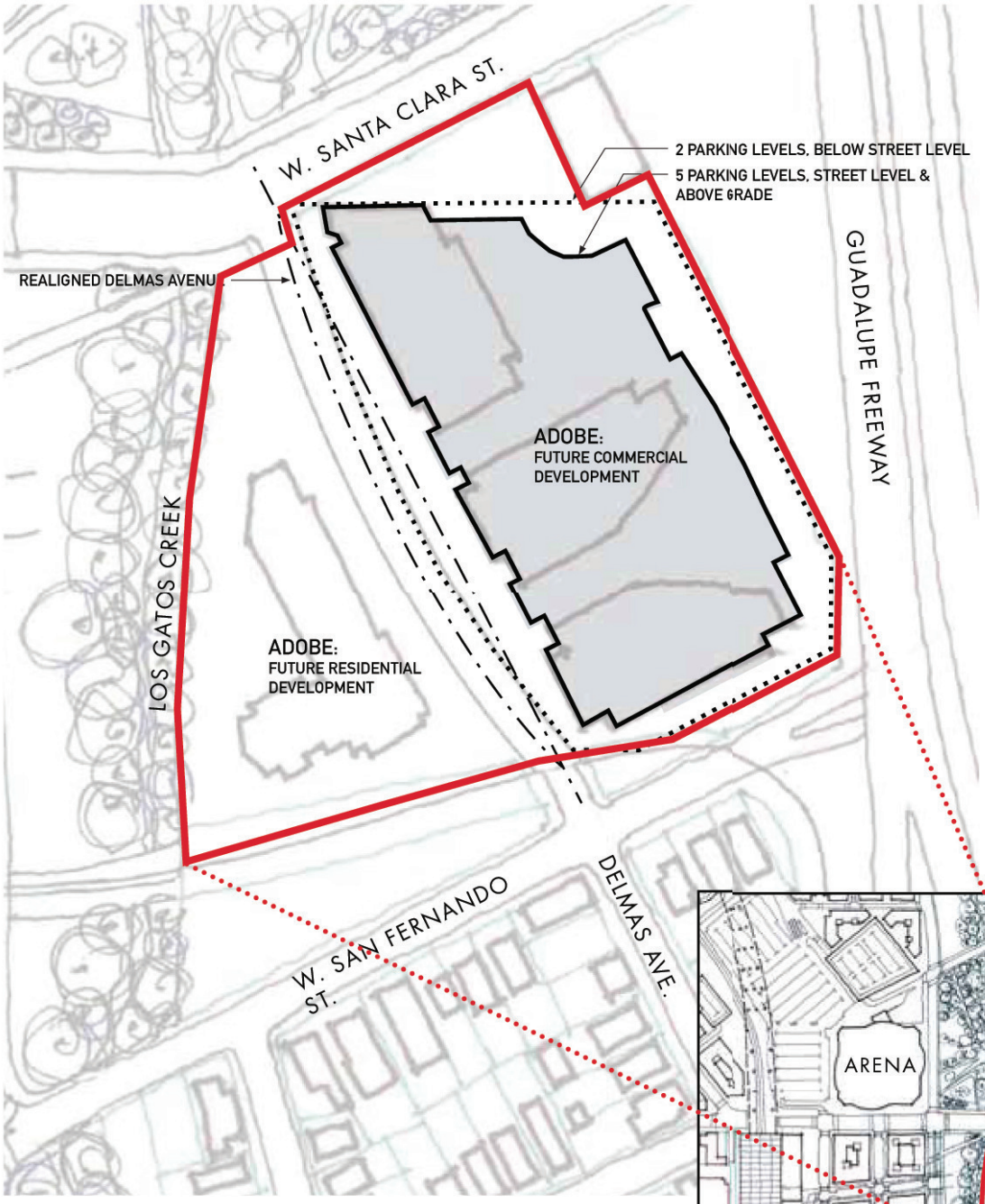


FIGURE 2-3-1: ADOBE EXPANSION SITE



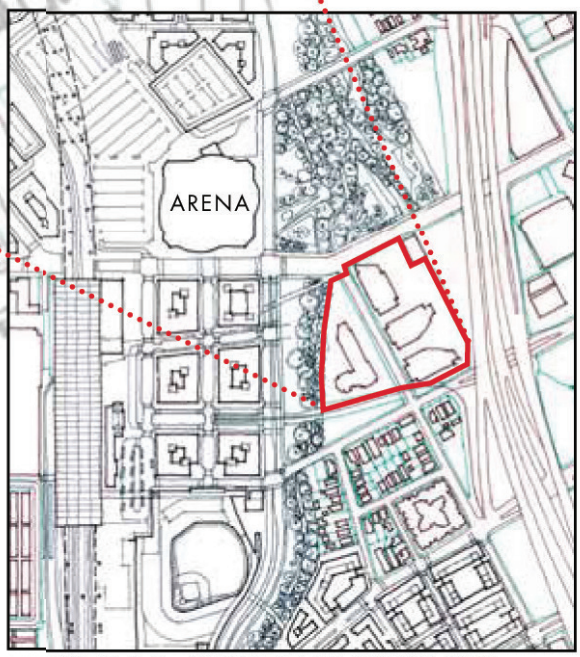


FIGURE 2-3-2: ADOBE EXPANSION SITE

FIGURE 2-4-1: BALLPARK STADIUM

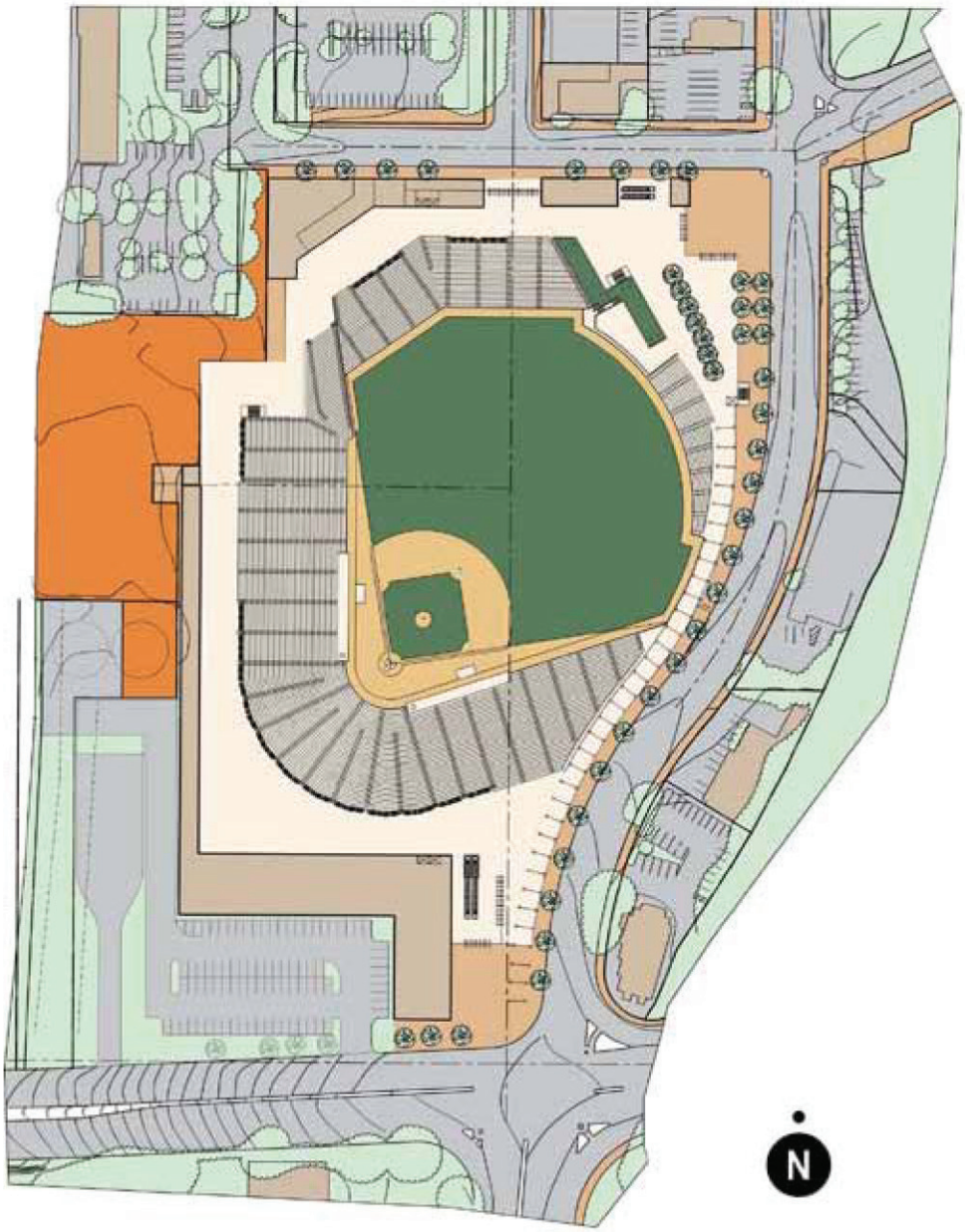


FIGURE 2-5-1: BART BOX STRUCTURE

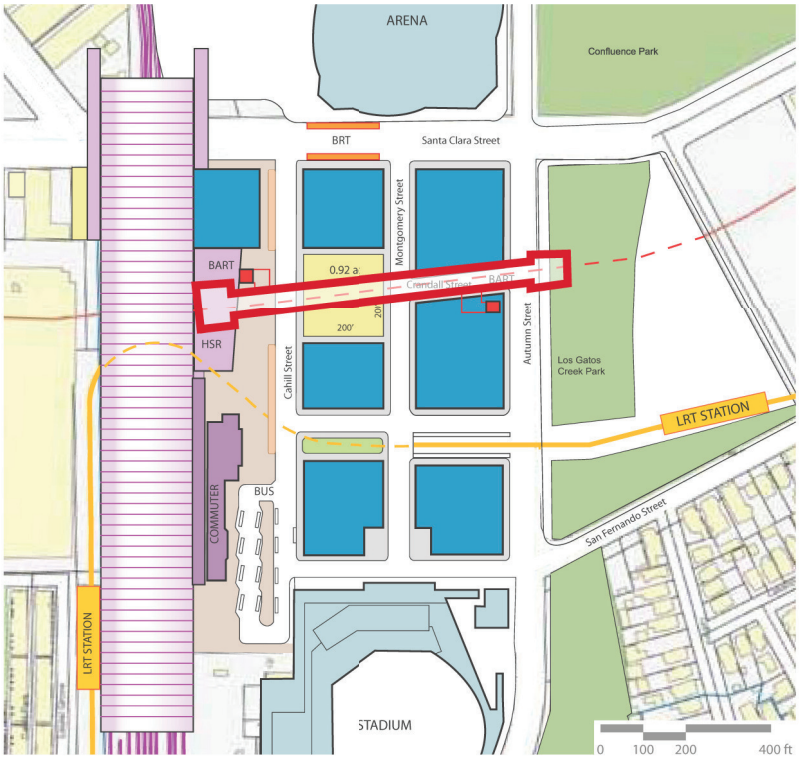


FIGURE 2-6-1: AUTUMN PARKWAY IMPROVEMENT PROJECT

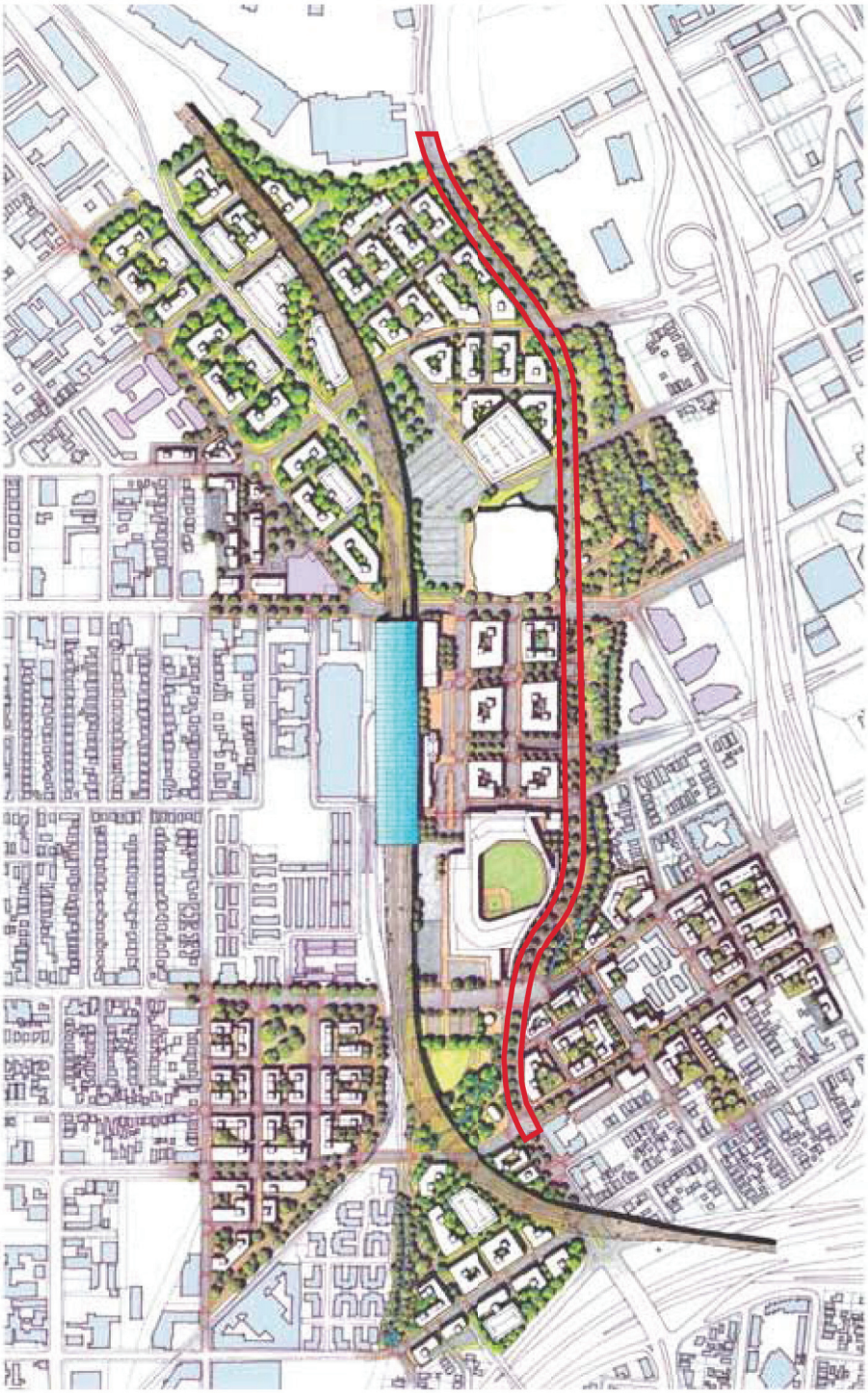
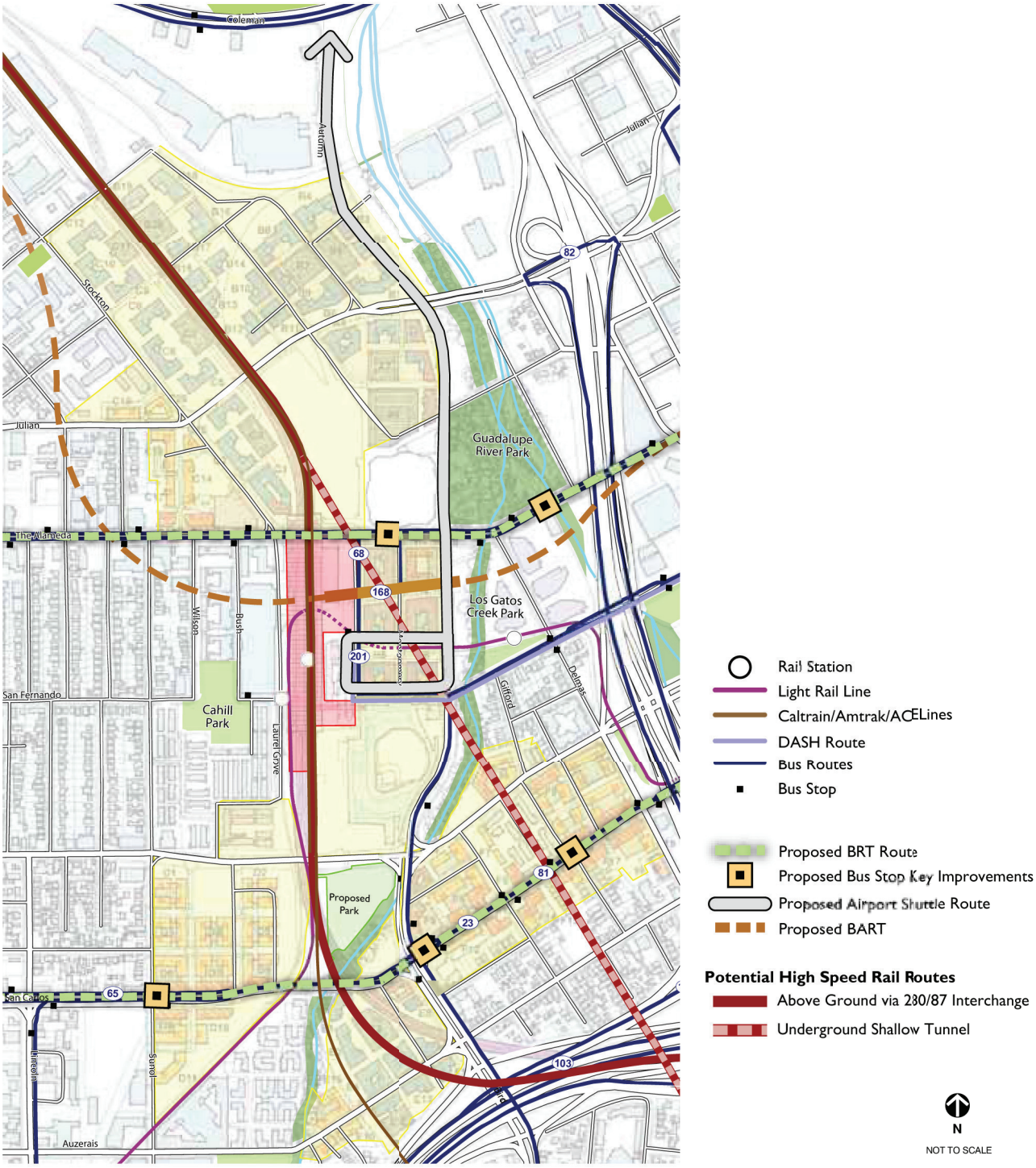


FIGURE 2-7-1: DIRIDON STATION IMPROVEMENTS

FIGURE 2-8-1: NEW BUS STATION

FIGURE 2-9-1: ADDITIONAL TRANSIT ENHANCEMENTS



ILLUSTRATIVE PLANS

FIGURE 2-10-1: CENTRAL SQUARE PLAZA

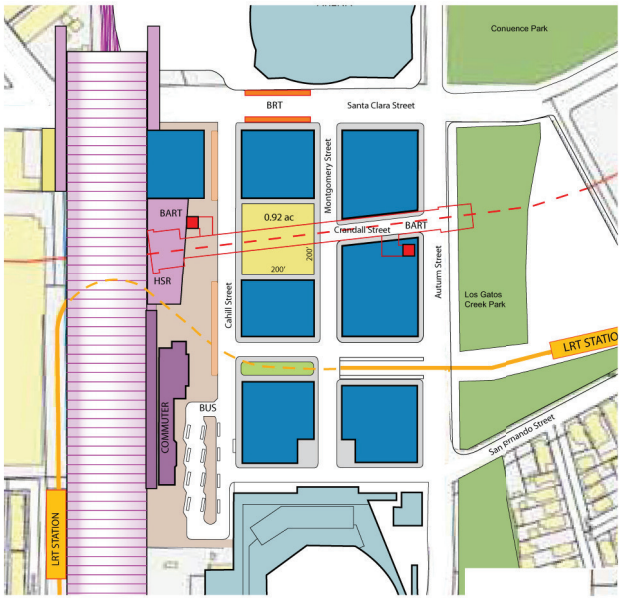


FIGURE 2-10-2: TRIANGULAR PLAZA

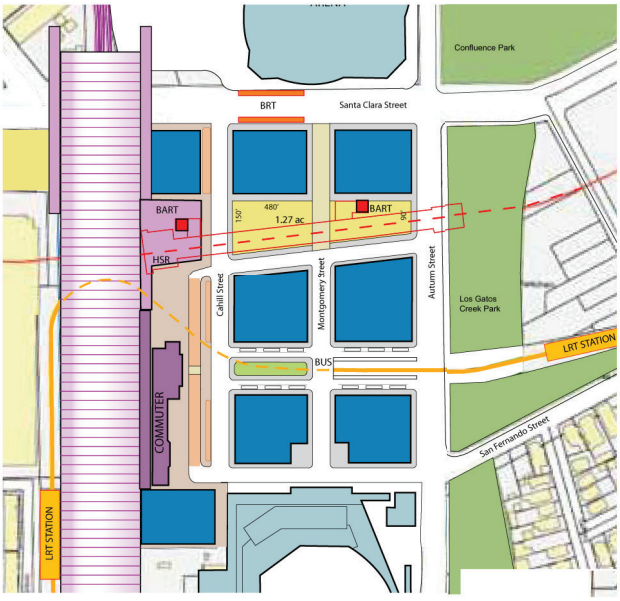
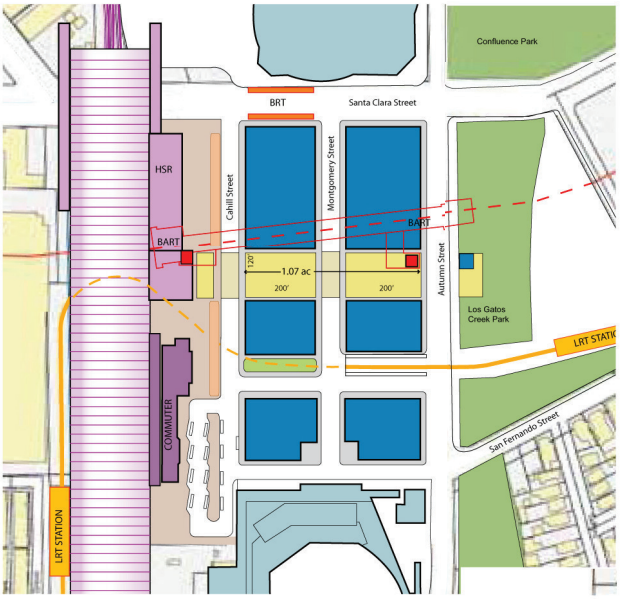


FIGURE 2-10-3: LINEAR PLAZA



- Development Blocks
- Primary Public Plaza
- Station front plaza
- Drop-Off/ Taxi Areas
- Pedestrian Crossings/ Traffic Calming
- Green Network
- Existing Station Building
- New Terminal

FIGURE 2-11-1: SAN JOSÉ ARENA PARKING STRUCTURE

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3. 10-YEAR HORIZON ANALYSIS - PARKING ANALYSIS

3.1 Introduction

The TYHA assumes full build-out of the Central Zone of the Diridon Station Area, which is the maximum allowable development assumed in the 30 year time horizon of the Diridon Station Area Preferred Plan. The major assumptions in the TYHA are area follows:

1. The proposed Ballpark Stadium is built
2. Existing historic Diridon Station remains on its current site
3. Autumn Parkway is improved between Coleman Avenue and San Carlos Street
4. Planned 10-year transit service enhancements occur
5. The Adobe site adjacent to and east of the Central Zone is redeveloped per current entitlements
6. The below-grade BART Box Structure is constructed, but BART service does not commence
7. The Central Zone core area blocks are developed to include a plaza, and office, retail, and hotel uses
8. A new 900-space parking garage is built north of the Arena

Parking Analysis Overview

The parking analysis in this section of the report projects total parking demand through the use of established parking generation rates for the planned and maximum allowable land uses in the central zone, and adds parking demand from existing and future transit service at the Diridon Station. The maximum future development is based upon the test fit plan included in the DSAP Preferred Plan, which is one of many potential development scenarios for the Diridon Station Area. To meet the parking demand generated by new development and transit service, parking would be supplied in part in below grade facilities under each of the core blocks, as well as a potential above grade structure on one of the blocks. The other major sources of parking supply assumed in the TYHA are the existing Arena surface lot, and a new 900-space garage to be built north of the Arena, which are anticipated to be available to the general public when not being used for Arena events.

3.2 Ten-Year Development Assumptions

The TYHA is based upon the maximum build-out of the Central Zone of the Diridon Station Area Preferred Plan (Subarea H). The planned land uses and development assumed for the 10-year horizon are as follows:

Commercial/office	1,146,000 sq ft
Retail shops	20,000 sq ft
Restaurant/bar	50,000 sq ft
Family restaurant	10,000 sq ft
Nightclub	60,000 sq ft
Hotel	250 rooms

3.3 Shared Parking Demand

The shared or combined parking demand for the TYHA has been projected based upon current and future transit service at the Diridon Station, and the maximum build out of the Central Zone of the DSAP Preferred Plan. The Central Zone core block land uses would include high-density office, retail, and hotel uses in the immediate vicinity of the Diridon Station. The two major components of parking demand, transit and development, are analyzed below:

Transit Parking Demand

For transit based parking demand, the existing surface parking lots in front and in the immediate vicinity of the Diridon Station from Santa Clara Street to Park Ave meet the existing transit generated parking demand (refer to the Diridon Station Area Plan Existing Conditions Report, *Table 7-5: Non-Event Off-Street Parking Demand* (Subareas G and H) which shows that these lots are typically at a maximum 88% occupied at peak times on non-event days). The following surface lots and street parking spaces represent the supply of adjacent parking to meet transit based parking demand:

Off-street Spaces	
Caltrain Lots:	581 spaces
Stevens Meat Lot:	135 spaces
150 South Montgomery:	68 spaces
Carousel Lot:	228 spaces
Amtrak Lot:	78 spaces
Subtotal:	1,090 off-street spaces
On-street Spaces	
Subarea G:	82 spaces
Subarea H:	68 spaces
Subtotal:	150 on-street spaces
Available Transit Parking:	**1,240 spaces**

Given the adjacent parking supply has consistently met the transit parking demand of the Diridon Station, and that these parking spaces will be developed upon, the TYHA assumed that 1,240 spaces represent the transit parking demand, and would need to be fully replaced in the TYHA build out scenario, within a reasonable walking distance of the Station. For purposes of the TYHA scenario, the transit parking demand is estimated at 1,240 spaces.

Development Parking Demand

The development related parking demand estimates in TYHA were based upon industry parking generation manuals and the applied experience of the parking and transportation consultants performing and validating the analysis. The shared parking methodology outlined in the Urban Land Institute's, "*Shared Parking, Second Edition*" formed the basis of shared parking model central to efficiently meeting the parking needs of the Diridon Station Area Plan. As described in the ULI guidelines, "the shared parking methodology

provides a systematic way to apply appropriate adjustments to parking ratios for each use in a mixed-use development or district."

The shared parking model was developed based upon the following:

- The planned conditions listed in Chapter 2 of the TYHA
- The recommended parking ratios for different land use types based on the following industry resources:
  - *Parking Generation, 4th Edition,* published by the Institute of Transportation Engineers (ITE)
  - *Shared Parking*, *2nd Edition,* published by the Urban Land Institute (ULI)
- Monthly and time of day adjustment factors (e.g. office peak parking demand during the day, nightclub peak parking demand in the evening)

The following sections presents parking ratios for the different types of development included in the TYHA. It is important to emphasize that these are preliminary estimates of ratios based on assumed conditions listed in Section 2.1 and are subject to change, based on specific development projects and evolving conditions that will affect the overall parking demand in the Diridon area.

Parking Demand by Land Use Type

The TYHA recommended parking ratios and parking demand are described below for the different land use types.

Commercial/Research & Development (R&D) Land Use

The projected parking demand ratio for the 1,146,000 square feet (sq ft) of commercial and research and development space is 2.55 spaces per 1,000 gross sq ft, which is comparable to the 2.6 spaces per 1,000 gross sq ft recommended by ULI for large office buildings with more than 500,000 sq ft. The TYHA assumes the commercial and research and development space would generate a parking demand of 2,922 spaces.

Retail Land Use

The projected parking demand ratios shown in Table 3-3-1 below were used to develop the TYHA parking demand assumptions for the 140,000 sq ft of retail space. The ratios were derived from the ULI parking guidelines and ITE parking generation ratios, which were adjusted in recognition that the Diridon Station area is planned to be an urban, mixed-used environment with transit-oriented development. The TYHA assumes the retail development would generate a parking demand of 354 spaces.

Table 3-3-1. Itemization of Retail Parking Demand Ratios

Assumed Retail Land Use	Development Size	Projected Parking Ratios	Parking Guidelines
Retail	20,000 GSF	2.88 spaces / 1000 GSF	ULI
Family Restaurant	10,000 GSF	8.4 spaces / 1000 GSF	ITE
Restaurant / Bar	50,000 GSF	7.0 spaces / 1000 GSF	ITE
Nightclub	60,000 GSF	16.5 spaces / 1000 GSF	ULI

Hotel Land Use

Comparable downtown hotels representative of the type of hotel likely to be constructed in the Central Zone of the Diridon Station Area Plan were studied to determine the existing parking ratios being used in Downtown San Jose. The TYHA assumed a projected parking ratio of 0.4 spaces per room for the 250 hotel rooms based upon the average parking ratio in use by the downtown hotels. The TYHA assumes the hotel land use would generate a parking demand of 55 spaces.

Summary

The assumptions and analysis used in the shared parking model are summarized in Appendix A.1 to A.3. Based on the Estimated Peak-Hour Parking Demand Summary in Appendix A.2, the parking analysis determined the peak period during the weekday to be in December, at 2:00 PM; and during the weekend to be in December, at 9:00 PM. Although the parking analysis analyzed the weekday and weekend peak demands, the TYHA focused primarily on the weekday demand because of the significantly higher peak demand levels on weekdays.

The estimated parking demand for Central Zone Subarea (H) by time of day is summarized in Table 3-3-2.

Table 3-3-2. 10-Year Parking Demand by Time of Day (Weekday)

			Spaces Needed by Time of Day		
Land Use	Amount	Unit	2:00 PM	6:00 PM	9:00 PM
Commercial/Office	1,146,000	sq ft	2,922	731	
Retail	20,000	sq ft	57	47	
Restaurants and Night Club	120,000	sq ft	296	686	
Hotel	250	rooms	55	48	
TOTAL			3,330	1,512	1,560

Table 3-3-3 below provides a detailed computation of the peak parking demand (2:00 PM on a December weekday) shown in Table 3-3-2 above:

Table 3-3-3. 10-Year Peak Parking Demand Analysis for Subarea H

			Parking Ratio		Peak	Peak
Land Use	Amount	Unit	Spaces	per Unit	Factor	Demand
Commercial/Office	1,146,000	sq ft	2.55	per 1,000	1.000	2,922
Retail	20,000	sq ft	2.88	per 1,000	1.000	57
Restaurant/Bar	50,000	sq ft	7.00	per 1,000	0.685	240
Family Restaurant	10,000	sq ft	8.40	per 1,000	0.571	48
Nightclub	60,000	sq ft	16.50	per 1,000	0.008	8
Hotel	250	rooms	0.40	per room	0.550	55
TOTAL						3,330

Note: Peak is 2:00 PM on December weekday

3.4 Shared Parking Supply

The assumed parking supply for the TYHA in the Central Zone was determined based upon available parking sites and the testing of possible development alternatives on the six core blocks in the Central Zone (Subarea H in Figure 1-1-1). Sites A through E are identified in Figure 3-4-1: Parking Sites Study - Plan Key. Sites A and B are tested as representative blocks for the Central Zone. The conceptual design parking layouts are presented in Appendix B. In addition, summaries of total parking demand and supply, tabulated for different times of a weekday with peak demand are presented in the Subsection 3.6.

The five parking sites are described below:

- **Site A** – Represents a layout for the smaller five core blocks in the Central Zone with two possible alternatives:
  1. three subterranean parking levels under the future buildings in the six blocks of Subarea H (2,116 spaces)
  2. two subterranean parking levels under the future buildings in five of the blocks of Subarea H (210 spaces each) and a 1,300 space parking garage in one of the blocks (2,358 total spaces)
- **Site B** – Represents a layout for the largest block in the Central Zone with the same prototypical development as Site A, or a possible 1,300 space parking structure (2 levels below and up to 7 levels above) with retail use at the street level
- **Site C** – San Jose Arena Parking Structure, a 900 spaces parking garage located north of San José Arena
- **Site D** – San Jose Arena existing surface parking lot (shared use spaces of 1,194 spaces; Arena reserved 230 spaces for employees/visitors)
- **Site E** – Adobe Expansion site, as existing in 2013 and as proposed with development

Assuming Site A (which represents the five smaller core blocks) was developed with the two-sublevel parking alternative and Site B was developed with the parking structure alternative, the parking supply during the 2:00 PM peak period for the assumed development would consist of:

- 2,358 new spaces constructed on Sites A and B
- 900 spaces in a new parking garage north of the Arena
- 1,194 spaces in the arena surface lot that would be available for shared use
- 134 spaces or 10 percent of the spaces in the Almaden Plaza Garage
- 59 on-street spaces within one third mile of the arena

4,645 total parking supply in 10 years per this scenario

FIGURE 3-4-1: PARKING SITES STUDY - PLAN KEY

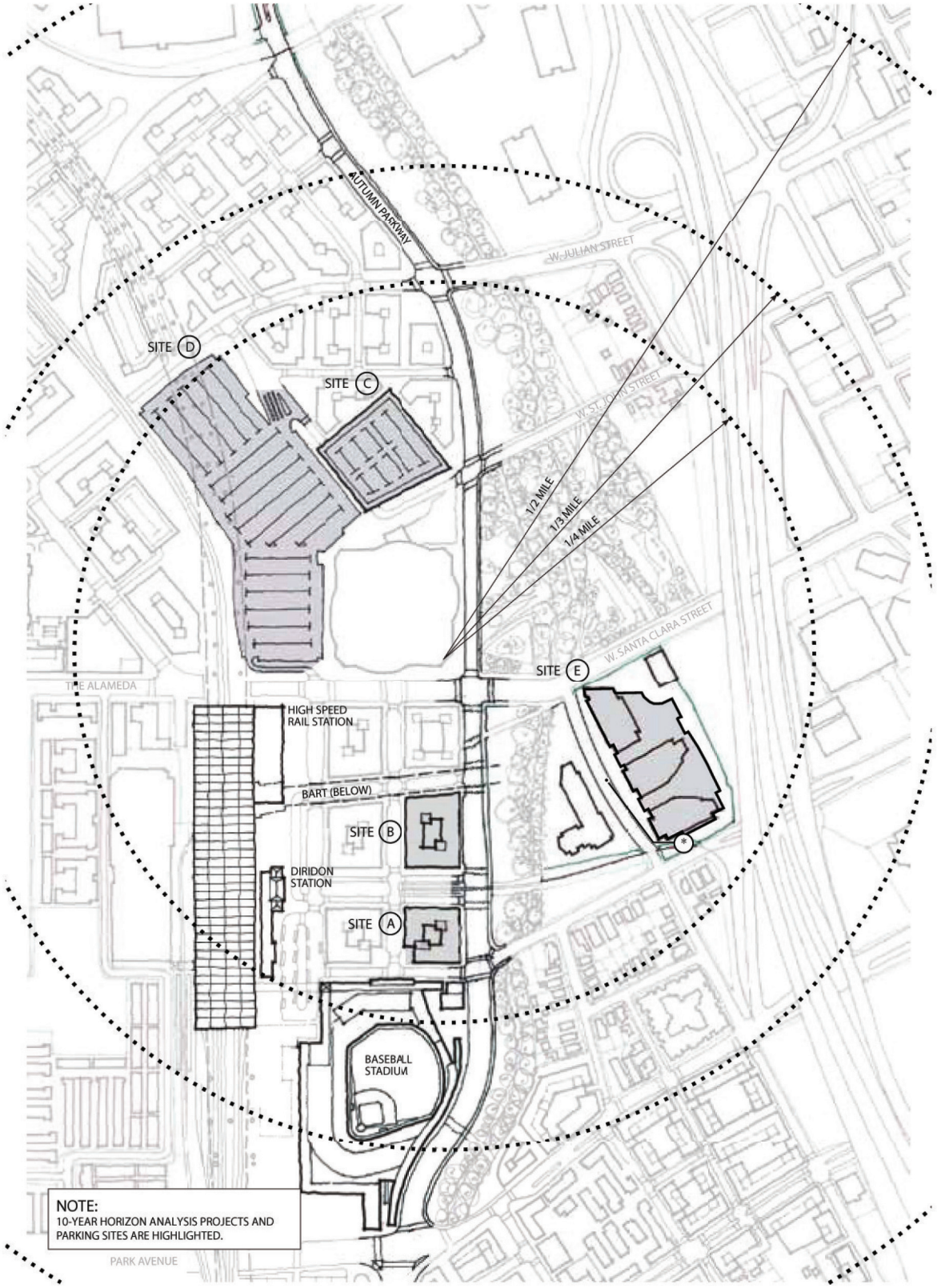

Table 3-4-1 below display parking supply at 2:00 PM, 6:00 PM and 9:00 PM on December weekdays.

Table 3-4-1. 10-Year Parking Supply by Time of Day

	Spaces Available by Time of Day*		
Location	2:00 PM	6:00 PM	9:00 PM
Subarea H new	2,358	2,358	2,358
Arena Garage	900	0	0
Arena Surface Lot	1,194	0	0
Adobe expansion site	0	1,040	1,040
Off street w/in 1/3 mile	134	2,393	2,393
On street w/in 1/3 mile	59		
TOTAL	4,645	5,791	5,791

*for non-arena related use

Appendix C contains an itemization of both the parking demand and supply at 2:00PM, 6:00PM and 9:00PM for the two parking alternatives described for Sites A and B.

3.5 Shared Parking Management Strategies

The City and Arena Management share a common interest in ensuring the long-term effectiveness of San Jose Arena. The City recognizes the Arena is a cornerstone for the existing and future success of the Diridon area and that high quality access and parking will be important for the Arena to continue to thrive in the future as the Diridon Station Area Plan is developed. It is also acknowledged that access to San Jose Arena has been guided by a Transportation and Parking Management Plan (TPMP) implemented on event days in partnership by the City of San Jose and San Jose Arena Management. In many respects, the current TPMP utilizes a shared parking model, and the strategies described in this subsection would build upon and significantly enhance the shared parking model.

Although the shared parking management strategies apply at numerous times of the day and at various locations within the Diridon Station Area Plan, the main focus on the subsection is on the 6:00 PM transition period (from transit customers to Arena customers), simultaneous Ballpark and Arena events and daytime Arena events.

6:00 PM Transition Period on Event Days

Under any development scenario, including the TYHA scenario, the City would employ an updated TPMP that would utilize best practices and tools to ensure effective application of the shared parking model and quality access to the Arena for the approximately 85 weekday evening events per year. To that end, there are numerous tools, including advance information, pricing, incentives, and penalties to ensure that all provisions in the agreement between the City of San José and San Jose Arena Management are met, including the availability of the prescribed number of parking spaces within the one-third and one-half mile distances to the Arena. Under the TYHA, and the assumed peak demand at 2:00 PM on a December weekday, it is expected as described in the parking analysis that sufficient parking space will be made available for Arena customers by 6:00 PM to comfortably meet the provisions of the City/Arena Management agreement and ensure quality access. To achieve the satisfactory parking outcomes, assuming the development scenario occurs as outlined in Section 3.1, it is important to note that practically all Caltrain customers would need to park in the existing Arena parking lots and in the adjacent planned parking garage. On about 85 weekdays per year, all transit users would need to vacate Arena parking facilities by 6:00pm in order to accommodate customers for weekday evening events.

By way of example and explanation, the following tools could be developed and deployed in partnership with San Jose Arena Management and other building owners and operators in the Diridon Station Area:

a. Dynamic/static signage and information at Arena parking facilities, and along the approach routes, informing motorists of events days and required times of departure.

b. Pricing strategies and rates for Arena parking facilities that encourages exiting from the late before event attendees begin arriving (e.g. significant rate adjustment for cars remaining parked after 5:00 PM)

c. Identifying and/or developing alternative parking options on transit routes or nearby locations (within walking or shuttle distance) to the Arena that can accommodate parking after 6:00 PM

d. Advance information systems (online and in the field) informing parkers of the parking options, rates, transit connections, etc to reduce demand on Arena parking facilities of event days.

If necessary or desirable, more stringent tools and penalties could be applied to ensure the clearing of Arena parking facilities by 6:00 PM on event days, including the issuance of parking citations to vehicles not exiting or authorized to be on the premises at 6:00 PM.

In addition to the methods described above, there are a number of other industry practices and technologies that enable shared use parking to be deployed effectively, meeting numerous parking and access goals, including:

1. **Weekday Permit based Parking:** This option requires no infrastructure enhancements and would only allow permit holders to park at Arena parking facilities
    - A parking permit system would enable communications with permit holders to provide important information about authorized parking locations, times of day, and days of the week, including notification of event schedules and when vehicles would need to exit parking facilities on event days.
    - Permit holders that do not follow the provisions of their permit would be subject to fees and/or citations.
2. **Multi-Space Pay Machines:** This option would involve installation of multi-space pay machines to allow visitor parking (plus permit parkers) by implementing pay-and-display or pay-by-space parking.
    - Many of the same tools described above could be deployed in conjunction with multi-space pay stations, including visible signage about authorized parking days and times, event schedules, rates before and after 6:00 PM on event days, and whether vehicles are subject to citation if parked after 6:00 PM on events days
3. **Parking Access and Revenue Control System (PARCS):** This option would call for the installation of a full PARCS system consisting of ticket dispensers and gates at entrances/exits and paystations for customer payment.
    - The lot would be secured and operated much like the City's garages.
    - In addition, like the multi-space pay machine approach, the same tools could be deployed in conjunction with visible signage about authorized parking days and times, event schedules, rates before and after 6:00 PM on event days, and whether vehicles are subject to citation if parked after 6:00 PM on events days
    - Based on their entry and exit time, transit users and permit holders could be charged an additional fee when processing their tickets at the paystations.

Further studies will be required to analyze the rate at which transit patrons arrive to collect their vehicles in the afternoon and evening in relation to the rate at which San Jose Arena patrons arrive to park their vehicles in advance of evening events. The goal is to ensure that the transition from one type of patronage to the other is efficient and convenient for all users, and ensures that quality access to San Jose Arena continues to be a high quality experience as it is currently.

Simultaneous Events

During the 10 to 15 estimated occurrences of simultaneous events at San Jose Arena and the proposed Ballpark, parking would be managed within the framework of a Transportation Parking and Management Plan (TPMP). As stated in the Ballpark Supplemental Environment Impact Report (SEIR), the purpose of the TPMP would be to provide for efficient ingress and egress of vehicles, pedestrians, and transit services to and from the proposed Ballpark, Arena, and identified parking facilities to minimize the effects of stadium/arena traffic and parking on surrounding neighborhoods. The TPMP would implement the following strategies:[1]

- Motorist information system
- Dispersed/decentralized parking plan
- Neighborhood protection
- Promotion of public transit options
- Traffic and pedestrian control
- Utilization of a transportation management and communications center

Since peak parking demand for the Diridon Station Area is at 2:00 PM, there would be less impact for simultaneous events occurring in the evening. Station Area parking demand continues to decline steadily after 6:00 PM. To ensure adequate available parking for the Arena patrons during simultaneous events, the parking lots and garages nearest the Arena will need to be monitored so that only Arena event related parking is allowed.

Per the Ballpark SEIR, the reduction of parking available to the ballpark in the simultaneous-event scenario would require the use of spaces in lots and garages further than ¾-mile from the ballpark. The ¾-mile distance was provided only as a guideline by the SEIR. If a longer distance is required, patrons may be encouraged to use shuttles, walk further to other parking facilities, or take transit. According to the SEIR an additional 10,406 parking spaces are outside the ¾ mile radius, but within Downtown San Jose.[2]

The combined parking demand of the Diridon Station Area and the ballpark would range from 14,700 to 17,000 spaces depending upon the time of the event.[3] This demand could essentially be met within downtown San Jose's existing parking facilities. If patrons were to park and walk from Downtown, they would experience walk times of 20 to 30 minutes, which is typical of that experienced by San Francisco Giants fans walking approximately one mile from the several Market Street BART stations to AT&T Park.[4] Satellite parking, shuttles and increased transit would be used for ballpark operations on simultaneous events days.

[1] Baseball Stadium in the Diridon/Arena Area SEIR, Public Review Draft 2010. Pp 66.
[2] Refer to Table IV.A-5 Ballpark SEIR.
[3] This range is from adding ballpark parking demand to Diridon Station Area demand at 2:00 PM and 6:00 PM.
[4] Baseball Stadium in the Diridon/Arena Area SEIR, Public Review Draft 2010. Pp 65.

Daytime Arena Events

On about 14 weekdays per year, the Arena would have daytime events that need the following parking spaces for Arena patrons:

- 100 to 500 parking spaces on about seven days
- 500 to 1000 parking spaces on seven other days.

To meet the parking needs, parking spaces on the Arena surface lot would be reserved for Arena patrons and a TPMP would be set in place to direct the public to park elsewhere or to use transit.

3.6 Shared Parking Summary

The TYHA evaluated the parking demand and supply for the planned development of the Central Zone of the Diridon Station Area Plan. The demand analysis used ULI and ITE parking generation rates that were adjusted based upon shared use of the supply by the various land use demands at different times of the day and week. As noted in Appendix C, two parking supply scenarios have been analyzed:

a) two-sub-grade levels on five blocks plus a parking garage on the sixth block

b) three sub-grade levels on all six blocks

For the purpose of this summary, results from scenario a) are presented.

In addition, the TYHA would utilize Arena parking facilities for shared use transit parking. Based upon the planned development conditions, and the parking demand and supply assumptions, the TYHA determined the peak parking demand in the afternoon could be accommodated from the shared parking supply. In addition, through effective management of parking and access, the shared use model will enable effective transition between the development and transit peak demands during the afternoon to the peak parking demands of events in the evening. The peak parking demand and supply are summarized below:

Peak Parking Demand at 2:00 PM on a Weekday		
Development Demand	3,330	spaces
Transit Demand	1,240	spaces
Total Demand	4,570	spaces
Total Parking Supply	4,645	spaces
Parking Surplus	75	spaces

In the evening, the shared parking model showed the parking demand was reduced and the parking supply elevated after majority of the development and transit patrons leave the Diridon Station area. The parking demand and supply at 6:00PM and 9:00PM are summarized below to show the amount of available parking that Arena patrons could use for evening events:

Parking Demand at 6:00 PM on a Weekday		
Development Demand	1,512	spaces
Transit Demand	769	spaces
Total Demand	2,281	spaces
Total Parking Supply	5,791	spaces
Parking Surplus	3,510	spaces

Parking Demand at 9:00 PM on a Weekday

Development Demand	1,560	spaces
Transit Demand	372	spaces
Total Demand	1,932	spaces
Total Parking Supply	5,791	spaces
Parking Surplus	3,859	spaces

4. 10-YEAR HORIZON ANALYSIS - TRAFFIC ANALYSIS

4.1 Ten -Year Horizon Traffic Analysis

The “test-fit” theoretical build-out capacity of commercial, retail/restaurant, and hotel development presented in this report has been evaluated by traffic consultants to measure potential traffic impacts to signalized intersections and freeways in and around the Plan area. The construction of the ballpark was included in the traffic analysis, as well as roadway improvements such as the extension of Autumn Street to Coleman Avenue.

The City of San José has adopted the Transportation Impact Policy for traffic analysis. Evaluation of 10-year horizon development was conducted according to San José Transportation Impact Policy. The evaluation determined that all of the study intersections during the peak periods operate at acceptable levels of service (LOS) under existing conditions but with the 10-year horizon development, the traffic analysis concluded the following intersections would degrade to unacceptable LOS:

- Montgomery Street/Park Avenue
- Delmas Avenue/San Fernando Street
- Meridian Avenue/Fruitvale Avenue

Montgomery Street/Park Avenue and Delmas Avenue/San Fernando Street are downtown intersections and as stipulated in San José’s Transportation Impact Policy and Envision San José 2040 General Plan, downtown intersections are exempt from the LOS requirement because of downtown’s unique regional center characteristics for transit, entertainment, education, and employment. Meridian Avenue/Fruitdate Avenue intersection is located outside the expanded downtown core and traffic analysis identified feasible mitigation to improve the LOS at the intersection.

The complete traffic analysis is included in the companion report titled “Diridon Station Area Plan Traffic Impact Analysis”, prepared by Hexagon Transportation Consultants, Inc.

APPENDIX A:
SHARED PARKING DEMAND MODEL

Analysis of Parking

SHARED PARKING MODEL - CDM SMITH

Recommended Parking Ratios					
Spaces required per unit land use					
Land Use	Weekday		Weekend		Unit
	Visitor	Employee	Visitor	Employee	
Retail (<400 ksf)	2.32	0.56	2.56	0.64	/ksf GLA
Regional Shopping Center (400 to 600 ksf)	Linear 2.9<x<3.2				/ksf GLA
Super Regional Shopping Center (>600 ksf)	3.20	0.80	3.60	0.90	/ksf GLA
Restaurant/Bar	6.00	1.00	9.00	1.30	/ksf GLA
Family Restaurant	7.20	1.20	10.20	1.80	/ksf GLA
Fast Food Restaurant	7.20	1.20	10.20	1.80	/ksf GLA
Nightclub	15.25	1.25	17.50	1.50	/ksf GLA
Cineplex	0.19	0.01	0.26	0.01	/seat
Performing Arts Theater	0.30	0.07	0.33	0.07	/seat
Arena	0.27	0.03	0.30	0.03	/seat
Pro Football Stadium	0.30	0.01	0.30	0.01	/seat
Pro Baseball Stadium	0.31	0.01	0.34	0.01	/seat
Transit Parking	1.00	1.00	1.00	1.00	spaces
Convention Center	5.50	0.50	5.50	0.50	/ksf GLA
Hotel-Business	0.30	0.10	0.30	0.10	/room
Hotel-Leisure	0.90	0.25	1.00	0.18	/room
Restaurant/Lounge	10.00		10.00		/ksf GLA
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	30.00		30.00		/ksf GLA
Convention Space (>50 sq ft/guest room)	20.00		10.00		/ksf GLA
Residential, Rental, Shared Spaces *	0.15	1.50	0.15	1.50	/unit
Residential, Owned, Shared Spaces *	0.15	1.7	0.15	1.7	/unit
Office <25 ksf	0.30	3.5	0.03	0.35	/unit
Office 25 to 100 ksf	Linear 0.3<x<0.25				/ksf GLA
Office 100 to 500 ksf	Linear 0.25<x<0.2				/ksf GLA
Office >500 ksf	0.00	2.55	0.02	0.26	/ksf GLA
Data Processing Office	0.25	5.75	0.03	0.58	/ksf GLA
Medical/Dental Office	3.00	1.50	3.00	1.50	/ksf GLA
Bank (Branch) with Drive-In	3.00	1.60	3.00	1.60	/ksf GLA

* 1.0 space reserved for residents' sole use; remainder may be shared.

Notes:
1. All Diridon uses highlighted in orange.
2 Transit factors based on weekday Occupancy rates from Caltrain and other offstreet lots in Subarea H.
3.Peak for transit parking is midday weekday, therefore peaking factors not provided for weekend.
4. Switched to Family restaurant from fast food per request of Jim Benshoof/HP.

Assumptions on Rates:
1. Retail - recommended ULI rate from shared parking model.
2. Restaurant/Bar - Based on ITE rate 932 for restaurant
Supporting tables and data showing rates from ITE and several comparable cities (attached). Urban restaurant w/out bar 5.55/ksf, suburban restaurant w/out bar 10.6 ksf. Suburban restaurant with bar, 13.3 ksf. Using purely ITE, the rate of 7 ksf is justified. Supporting data from similar cities show this is a reasonable rate for an urban restarant with bar. The requirements for similar cities range from very low in central busness districts 0-5 spaces/ksf Berkeley, Oakland, and San Francisco, 5-10 ksf Mountain View and Los Angeles and 13.3 Sunnyvale. Weekend rates for restaurant are approximately 33% higher than weekdays, an adjustment was made based on the visitor and employee parking rates.
3. Fast Food Restaurant - Based on ITE rate 933 for fast food restaurant without window, suggestions adopted from JB.
4. Nightclub - recommended ULI rate from shared parking model.
5. Transit Parking - based on existing transit parking supply = 1*1240 spaces.
8. Hotel Rate - 0.40/room based upon average of Hilton, Fairmont, Montgomery and Marriot Hotels existing ratios.
7. Office >500SF - agreed rate for Diridon project =3.0*0.85 = 2.55 total and similar to ULI rate for employees.

Monthly Adjustments for Customer/Visitor Parking													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
Shopping Center	56%	57%	64%	63%	66%	67%	64%	69%	64%	66%	72%	100%	80%
Restaurants	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
Fast Food Restaurant	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
Nightclub	84%	86%	98%	90%	90%	91%	94%	96%	92%	98%	96%	100%	95%
Cineplex Weekdays	27%	21%	20%	19%	27%	41%	55%	40%	15%	15%	25%	23%	100%
Cineplex Weekends	71%	59%	67%	58%	71%	82%	92%	75%	51%	62%	78%	67%	100%
Performing Arts Theater	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	100%	100%
Arena	90%	100%	100%	100%	100%	75%	0%	0%	60%	65%	90%	95%	95%
Pro Football Stadium	0%	0%	0%	0%	0%	0%	0%	67%	0%	0%	0%	100%	100%
Pro Baseball Stadium	0%	0%	0%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%
Transit Parking	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Convention Center	75%	100%	90%	55%	60%	50%	45%	75%	80%	85%	100%	60%	0%
Hotel-Business	71%	85%	91%	90%	92%	100%	98%	92%	93%	93%	81%	67%	50%
Hotel-Leisure	90%	100%	100%	100%	90%	90%	100%	100%	75%	75%	75%	50%	100%
Restaurant/Lounge	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Convention Space (>50 sq ft/guest room)	75%	100%	90%	55%	60%	50%	45%	75%	80%	85%	100%	60%	0%
Residential	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office, Bank	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%

Nonthly Adjustments for Employee/Resident Parking													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
Shopping Center	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	90%	100%	90%
Restaurants	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Fast Food Restaurant	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Nightclub	90%	90%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Cineplex Weekdays	50%	50%	50%	50%	50%	75%	75%	75%	50%	50%	50%	50%	100%
Cineplex Weekends	80%	80%	80%	80%	80%	100%	100%	90%	80%	80%	80%	80%	100%
Performing Arts Theater	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Arena	100%	100%	100%	100%	100%	75%	10%	10%	75%	75%	100%	100%	100%
Pro Football Stadium	10%	10%	10%	10%	10%	10%	10%	100%	10%	10%	10%	100%	100%
Pro Baseball Stadium	10%	10%	10%	10%	100%	100%	100%	100%	100%	100%	10%	10%	10%
Transit Parking	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Convention Center	85%	100%	100%	65%	70%	60%	55%	85%	90%	95%	100%	70%	10%
Hotel	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office, Bank	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%

		Time-of-Day Factors for Weekday Demand																		
		6 AM	7 AM	8AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Shopping Center-Typical	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%
December	Customer	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	0%
Late December	Customer	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	0%
Restaurant/Bar	Customer	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
	Employee	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
Family Restaurant	Customer	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%	25%
	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Fast Food Restaurant	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Nightclub	Customer													25%	50%	75%	100%	100%	100%	100%
	Employee				5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
Cineplex - Typical	Customer	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%
Late December	Customer	0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	85%	70%	55%
	Employee	0%	0%	0%	0%	0%	0%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Performing Arts Theater	Customer				1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%			
	Employee		10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Arena	Customer				1%	1%	1%	1%	1%	1%	1%	1%	1%	10%	25%	100%	100%	85%		
	Employee		10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Stadium - 8 PM Start	Customer				1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	
	Employee		10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%
Transit Parking	Customer	50%	92%	92%	97%	97%	100%	100%	100%	100%	100%	96%	96%	62%	62%	62%	30%	10%	5%	3%
	Employee	50%	92%	92%	97%	97%	100%	100%	100%	100%	100%	96%	96%	62%	62%	62%	30%	10%	5%	3%
Convention Center	Customer			50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%			
	Employee	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%		
Hotel-Business	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
Hotel-Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Restaurant/Lounge	Customer		10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Conference Ctr/Banquet (20 to 50 s	Customer			30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%		
Convention Space (>50 sq ft/guest	Customer			50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%			
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	10%	5%
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Guest	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Office	Visitor	0%	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
	Employee	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%		
Medical/Dental Office	Customer			90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%				
	Employee			60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%				
Bank (Branch) with Drive-In	Customer	0%	0%	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%							
	Employee	0%	0%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%							

Time-of-Day Factors for Weekend Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Shopping Center-Typical	Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
December	Customer	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
Late December	Customer	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Restaurant/Bar	Customer	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%	50%
	Employee	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%	50%
Family Restaurant	Customer	10%	25%	45%	70%	90%	90%	100%	85%	65%	40%	45%	60%	70%	70%	65%	30%	25%	15%	10%
	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Fast Food Restaurant	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Nightclub	Customer													25%	50%	75%	100%	100%	100%	100%
	Employee				5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
Cineplex - Typical	Customer	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	100%	80%	50%
Late December	Customer	0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	100%	85%	70%
	Employee	0%	0%	0%	0%	0%	0%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Performing Arts Theater	Customer				1%	1%	1%	1%	17%	67%	67%	1%	1%	1%	25%	100%	100%			
	Employee		10%	10%	20%	20%	20%	30%	100%	100%	100%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Arena	Customer				1%	1%	1%	1%	25%	95%	95%	81%	1%	1%	25%	100%	100%			
	Employee		10%	10%	20%	20%	20%	30%	100%	100%	100%	100%	30%	100%	100%	100%	100%	30%	10%	5%
Stadium - 1 PM Start; see	Customer			1%	1%	5%	5%	50%	100%	100%	85%	25%	0%							
weekday for evening start	Employee		5%	10%	20%	30%	30%	100%	100%	100%	100%	25%	10%	5%	5%					
Transit Parking	Customer																			
	Employee																			
Convention Center	Customer			50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%			
	Employee	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%		
Hotel-Business	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
Hotel-Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Restaurant/Lounge	Customer		10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Conference Ctr/Banquet (20 to 50 s	Customer			30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%		
Convention Space (>50 sq ft/guest	Customer			50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%			
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%	30%
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Guest		20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Office	Visitor	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
	Employee	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
Medical/Dental Office	Customer	0%	0%	90%	90%	100%	100%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Employee	0%	0%	60%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bank (Branch) with Drive-In	Customer	0%	0%	25%	40%	75%	100%	90%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Employee	0%	0%	90%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Table
Project: Diridon Station
Description: Commercial Parking Demand

December
Weekday Estimated Peak-Hour Parking Demand

	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 2 PM
TOTAL DEMAND	Customer	686	1,224	1,231	1,306	1,364	1,490	1,606	1,604	1,547	1,468	1,449	1,543	1,416	1,658	1,883	1,696	1,426	1,293	1,089	1,547
	Employee	96	905	2,255	2,860	3,017	3,018	2,727	2,731	3,023	3,013	2,726	1,584	865	443	356	236	171	131	98	3,023
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		782	2,129	3,486	4,166	4,381	4,508	4,333	4,335	4,570	4,481	4,175	3,127	2,281	2,101	2,239	1,932	1,597	1,424	1,187	4,570
ULI base data have been modified from default values.																					4,570

Footnote(s):

December
Weekend Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 9 PM
TOTAL DEMAND	Customer	59	79	105	142	174	249	419	429	364	334	335	414	819	1,100	1,377	1,555	1,547	1,528	1,335	1,555
	Employee	11	97	243	331	376	407	378	352	293	229	177	184	186	196	196	191	184	170	137	191
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		70	176	348	473	550	656	797	781	657	563	512	598	1,005	1,296	1,573	1,746	1,731	1,698	1,472	1,746
ULI base data have been modified from default values.																					1,746

SHARED PARKING DEMAND SUMMARY - CDM SMITH

PEAK MONTH: DECEMBER -- PEAK PERIOD: 2 PM, WEEKDAY

			Weekday					Weekend			
Land Use	Project Data Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate
Retail (<400 ksf)	20,000	sf GLA	2.32	1.00	1.00	2.32	/ksf GLA	2.56	1.00	1.00	2.56
Employee			0.56	1.00	1.00	0.56	/ksf GLA	0.64	1.00	1.00	0.64
Restaurant/Bar	50,000	sf GLA	6.00	1.00	1.00	6.00	/ksf GLA	9.00	1.00	1.00	9.00
Employee			1.00	1.00	1.00	1.00	/ksf GLA	1.30	1.00	1.00	1.30
Family Restaurant	10,000	sf GLA	7.20	1.00	1.00	7.20	/ksf GLA	10.20	1.00	1.00	10.20
Employee			1.20	1.00	1.00	1.20	/ksf GLA	1.80	1.00	1.00	1.80
Nightclub	60,000	sf GLA	15.25	1.00	1.00	15.25	/ksf GLA	17.50	1.00	1.00	17.50
Employee			1.25	1.00	1.00	1.25	/ksf GLA	1.00	1.00	1.00	1.00
Transit Parking	1,240	spaces	1.00	1.00	1.00	1.00	/spaces	1.00	1.00	1.00	1.00
0			0.00	1.00	1.00	0.00	/spaces	0.00	1.00	1.00	0.00
Hotel-Business	250	rooms	0.30	1.00	1.00	0.30	/rooms	0.30	1.00	1.00	0.30
Employee			0.10	1.00	1.00	0.10	/rooms	0.10	1.00	1.00	0.10
Office >500 ksf	1,146,000	sf GLA	0.00	1.00	1.00	0.00	/ksf GLA	0.02	1.00	1.00	0.02
Employee			2.55	1.00	1.00	2.55	/ksf GLA	0.26	1.00	1.00	0.26

ULI base data have been modified from default values.

				Weekday			Weekend		
Land Use	Project Data Quantity	Unit	Unit	Peak Hr Adj 2 PM	Peak Mo Adj December	Estimated Parking Demand	Peak Hr Adj 9 PM	Peak Mo Adj December	Estimated Parking Demand
Retail (<400 ksf)	20,000	sf GLA	/ksf GLA	1.00	1.00	46	0.50	1.00	26
Employee			/ksf GLA	1.00	1.00	11	0.65	1.00	8
Restaurant/Bar	50,000	sf GLA	/ksf GLA	0.65	1.00	195	0.90	1.00	405
Employee			/ksf GLA	0.90	1.00	45	1.00	1.00	65
Family Restaurant	10,000	sf GLA	/ksf GLA	0.50	1.00	36	0.30	1.00	31
Employee			/ksf GLA	1.00	1.00	12	0.80	1.00	14
Nightclub	60,000	sf GLA	/ksf GLA	0.00	1.00	0	1.00	1.00	1,050
Employee			/ksf GLA	0.10	1.00	8	1.00	1.00	90
Transit Parking	1,240	spaces	/spaces	1.00	1.00	1,240	0.00	1.00	0
0			/spaces	1.00	1.00	0	0.00	1.00	0
Hotel-Business	250	rooms	/rooms	0.60	0.67	30	0.85	0.67	43
Employee			/rooms	1.00	1.00	25	0.55	1.00	14
Office >500 ksf	1,146,000	sf GLA	/ksf GLA	1.00	1.00	0	0.00	1.00	0
Employee			/ksf GLA	1.00	1.00	2,922	0.00	1.00	0
				Customer		1547	Customer		1555
				Employee		3023	Employee		191
				Reserved		0	Reserved		0
				Total		4570	Total		1746

ULI base data have been modified from default values.

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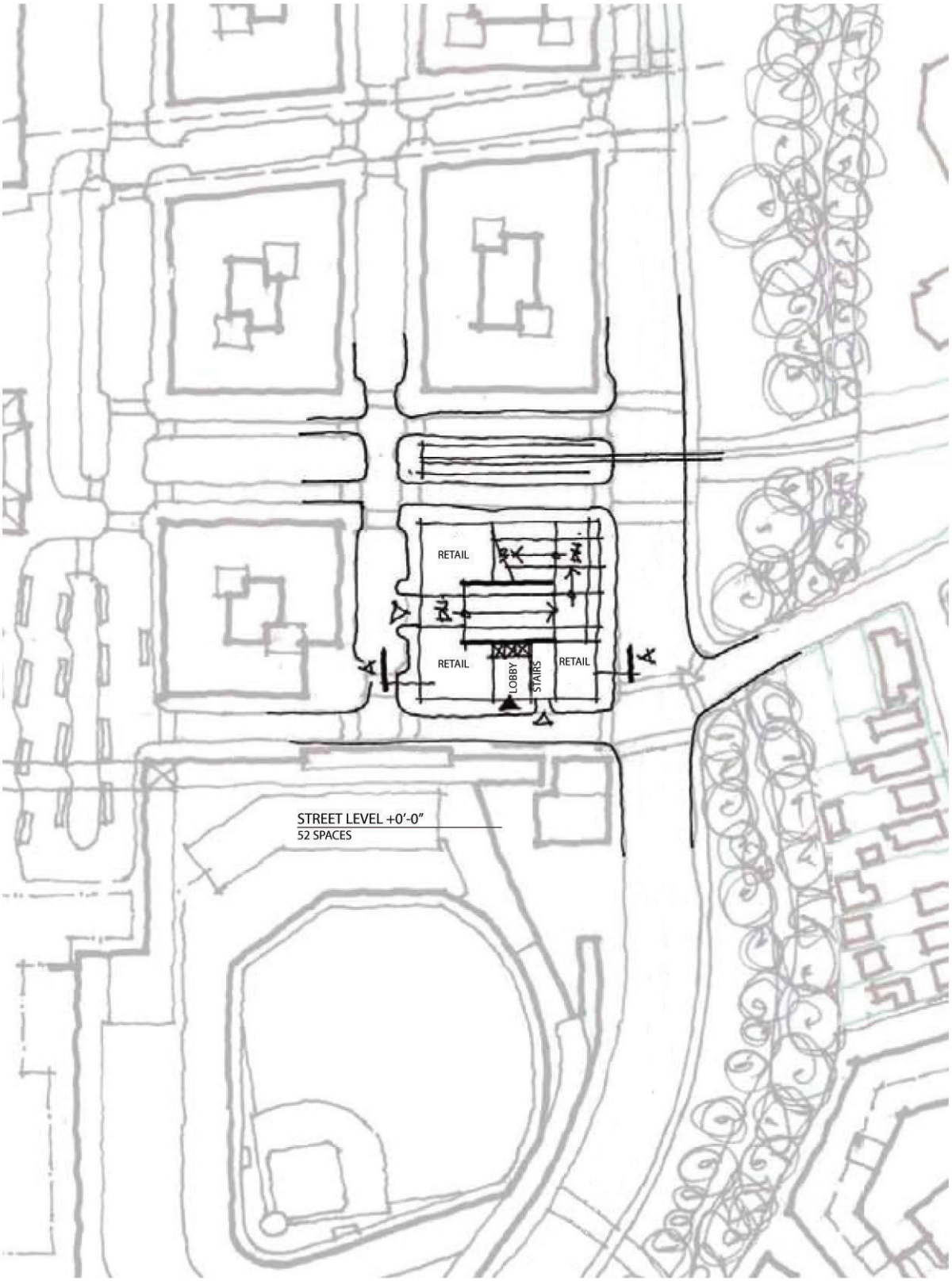
APPENDIX B:
CONCEPTUAL DESIGN PARKING LAYOUTS

PARKING SITE A - MIXED USE BUILDING

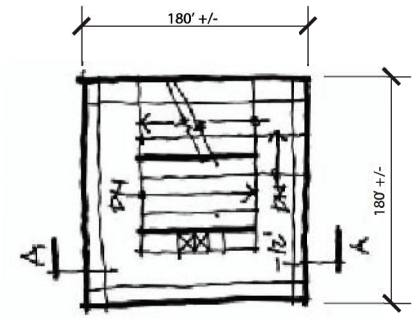


1 inch = 100 feet

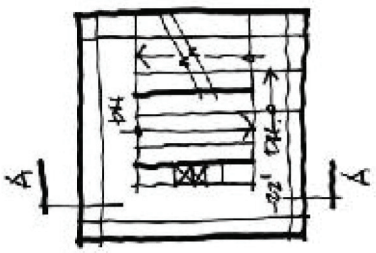
0' 150' 300' 600'

N

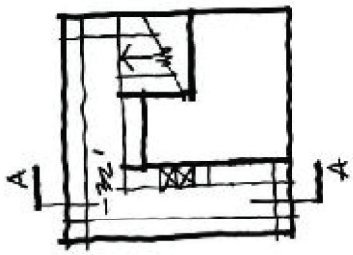
PARKING SITES A - MIXED USE BUILDING



LEVEL -1 (-12'-0")
100 SPACES



LEVEL -3 (-22'-0")
100 SPACES

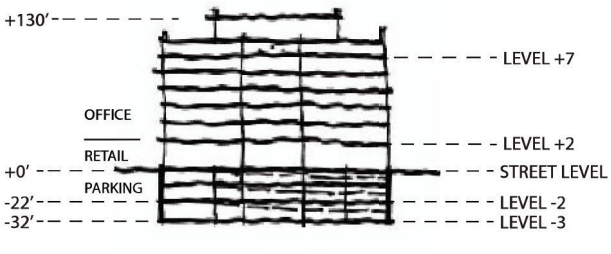


LEVEL -3 (-32'-0")
58 SPACES

1 inch = 100 feet

0' 150' 300' 600'

N



SECTION A-A

PARKING COUNTS

ASSUME: 9'x18' SPACES
90° PARKING
24' AISLES

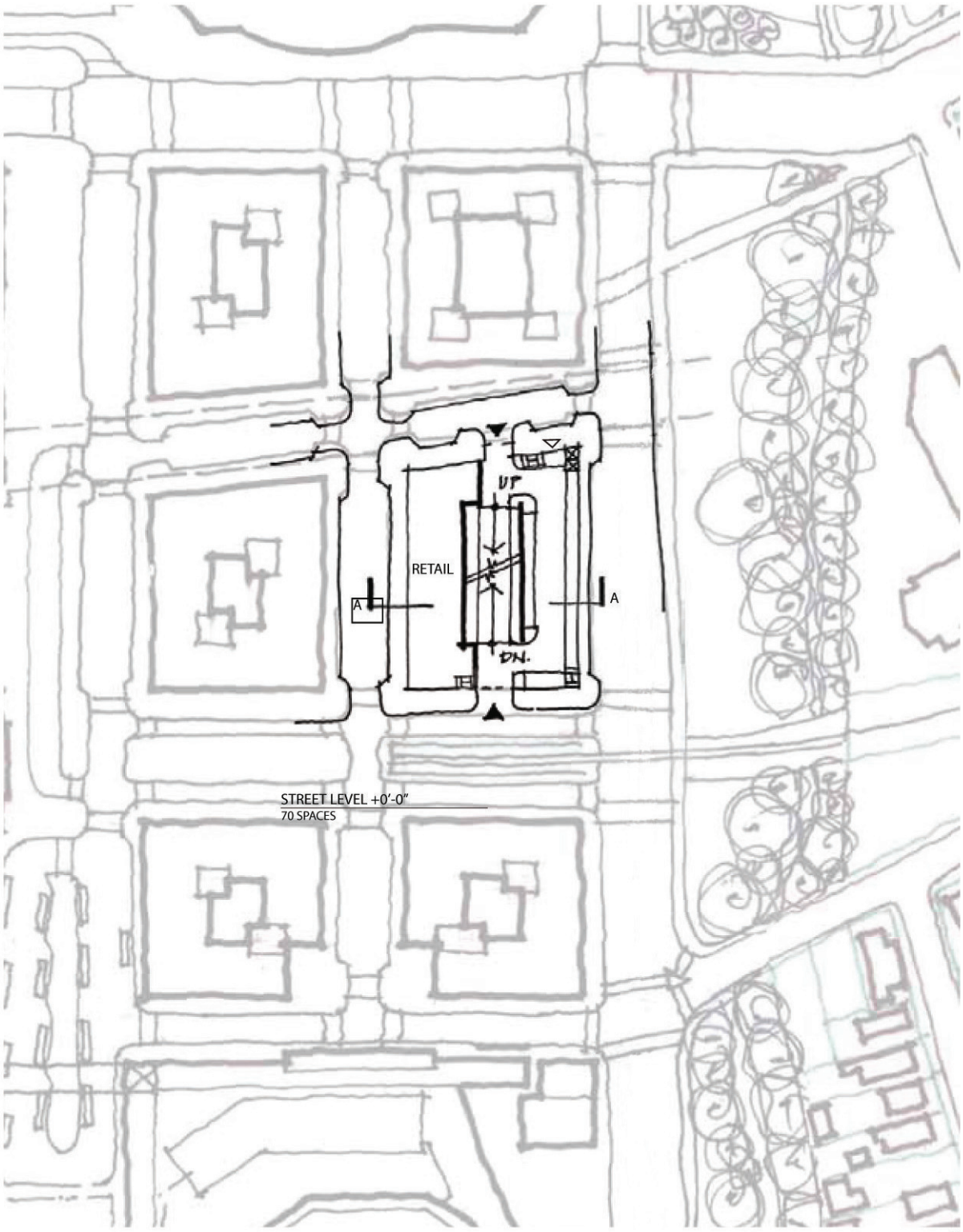
IF 2 SUB-GRADE LEVELS:
STREET LEVEL: 52 +/-
LEVEL -1: 100 +/-
LEVEL -2: 58 +/-

IF 3 SUB-GRADE LEVELS:
STREET LEVEL: 52 +/-
LEVEL -1: 100 +/-
LEVEL -2: 100 +/-
LEVEL -3: 58 +/-

TOTAL SPACES WITH:

2 SUB-GRADE LEVELS: 210 +/- SPACES
3 SUB-GRADE LEVELS: 310 +/- SPACES

PARKING SITE B - PARKING STRUCTURE

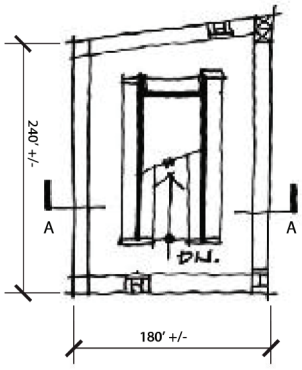


1 inch = 100 feet

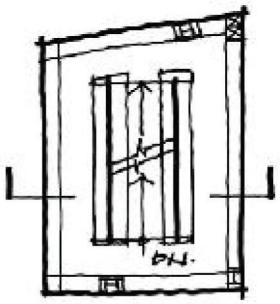
0' 150' 300' 600'

N

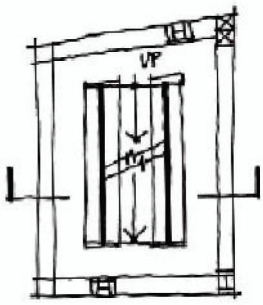
PARKING SITE B - PARKING STRUCTURE



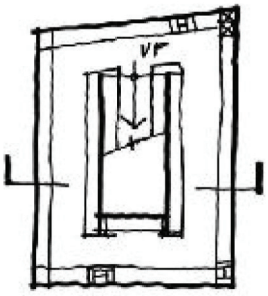
ROOF (+82' +/-)



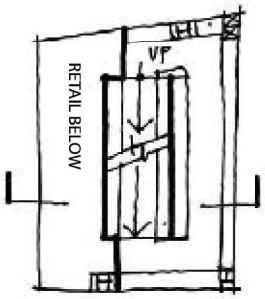
LEVEL -1 (-12'-0" +/-)



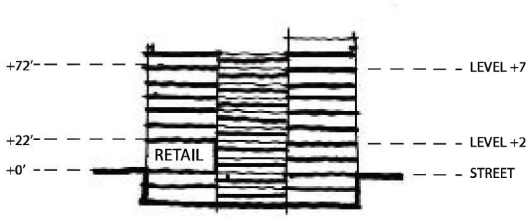
LEVELS +2 to +7 (+22' to +72')



LEVEL -2 (-22'-0" +/-)



LEVEL +1 (+12'-0" +/-)



SECTION A-A

1 inch = 100 feet
0' 150' 300' 600'

N

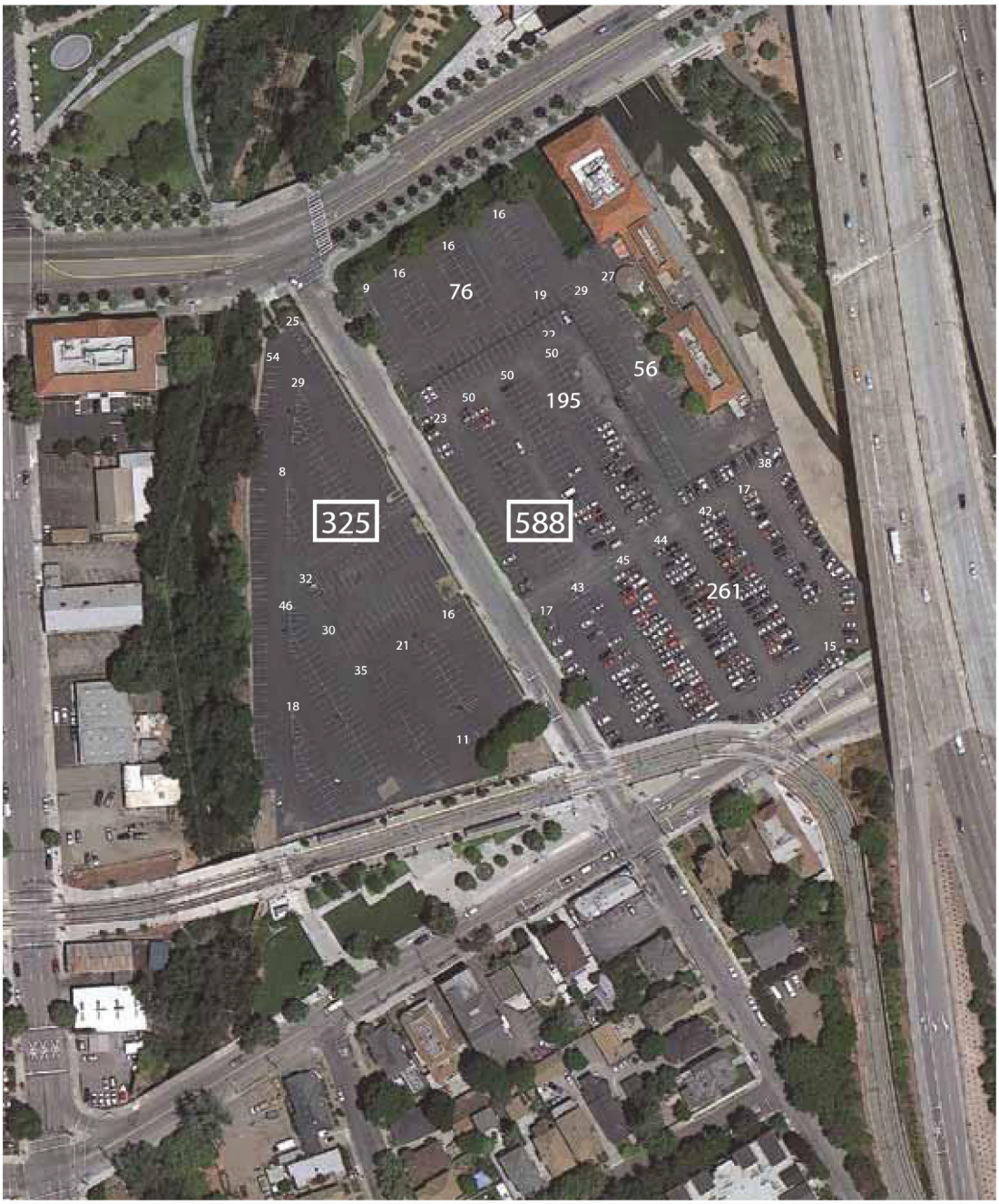
PARKING COUNTS

ASSUME: 9'x18' SPACES
90° PARKING
24' AISLES

ROOF:	121 +/-
LEVELS +2 to +7:	131 +/-
LEVEL +1:	79 +/-
STREET LEVEL:	70 +/-
LEVEL -1:	131 +/-
LEVEL -2:	121 +/-

TOTAL:
1,308 +/- SPACES

PARKING SITE E - EXISTING SURFACE PARKING



FROM ULI BASED SHARED PARKING MODEL:

70% PUBLIC USE ON WEEKDAY EVENINGS & NIGHTS
FROM 6:00 PM TO 7:00 AM IS:

913 SPACES x 70% = 639 SPACES

1 inch = 100 feet
0' 150' 300' 600'

N

WEST PARKING LOT
325 +/- SPACES

EAST PARKING LOT
588 +/- SPACES

TOTAL
913 +/- SPACES

PARKING SITE E - FUTURE ADOBE SITE

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APPENDIX C:
PARKING DEMAND AND SUPPLY BY TIME OF DAY

2 SUB-GRADE LEVELS
PEAK DEMAND: DECEMBER WEEKDAY, 2:00PM

DEMAND WITH SHARED PARKING		SUPPLY	
1. TRANSIT - existing spaces to be replaced		1. SITE A: 5 Core Blocks - Mixed use;	
- Existing off-street:	1,090	(5 x 210 spaces each):	1,050*
- Existing on-street:	150	2. SITE B: 1 Core Block - Garage;	
SUBTOTAL:	1,240	(east center block)	1,308
		3. SITE C: San José Arena Garage	900***
		SUBTOTAL: 1, 2, & 3:	3,258
2. DEVELOPMENT - spaces for maximum new development in the six (6) Core Blocks		4. SITE D: San José Arena Surface Lot, available shared use	1,194**
		5. SITE E: Adobe, Commercial parking, evening and night use; 70% of minimum net new provided spaces	0
- Retail - 20,000 SF	57		
- Restaurant/Bar/Nightclub/			
- Family Restaurant - 120,000 SF	296		
- Business Hotel - 250 Rooms	55	6. Other off-street parking facilities within 1/3rd mile of SJ Arena per Arena TPMP	
- Office - 1,146,000 SF	2,922	10 % of Almaden Plaza Garage	134
SUBTOTAL:	3,330	SUBTOTAL:	4,586
		(Available Parking 1,2,3,4, & 6 above)	
TOTAL:	4,570	7. Available on-street parking spaces within 1/3rd mile of SJ Arena	59
		TOTAL: Including San José Arena parking garage*** (assumed in TYHA)	4,645

* Site A is one of 5 mixed-use Core locks with retail, office & hotel uses above 2 sub-grade parking levels
** Site D includes Lots A, B, & C of San José Arena, which have a total of 1,424 spaces, of which 230 are reserved by San José Arena, so that the total shared use spaces are 1,194. Lot D, which now has 228 spaces for San José Arena, will be developed as a Core Block.
*** San José Arena is not committed to construct nor obliged by the City to build the 900 space parking garage.

2 SUB-GRADE LEVELS
DEMAND: DECEMBER WEEKDAY, 6:00PM

DEMAND WITH SHARED PARKING		SUPPLY	
1. TRANSIT - existing spaces to be replaced		1. SITE A: 5 Core Blocks - Mixed use;	
- Existing off-street:	1,090	(5 x 210 spaces each):	1,050*
- Existing on-street:	150	2. SITE B: 1 Core Block - Garage;	
SUBTOTAL:	1,240	(east center block)	1,308
62% of Subtotal:	769	3. SITE C: San José Arena Garage***	
		SUBTOTAL: 1 & 2:	2,358
2. DEVELOPMENT - spaces for maximum new development in the six (6) Core Blocks		4. SITE D: San José Arena Surface Lot, available shared use	0
		5. SITE E: Adobe, Commercial parking, evening and night use; 70% of minimum net new provided spaces	1,040
- Retail - 20,000 SF	47		
- Restaurant/Bar/Nightclub/			
- Family Restaurant - 120,000 SF	686		
- Business Hotel - 250 Rooms	48	6. Other off-street parking facilities within 1/3rd mile of SJ Arena	
- Office - 1,146,000 SF	731	per Arena TPMP	2,393
SUBTOTAL:	1,512	SUBTOTAL:	4,751
		(Available Parking 1,2,& 6 above)	
TOTAL:	2,281	SUBTOTAL:	5,791
(2 and 62% of 1 above)		Including Use o Adobe Site E from 6pm to 7am (add 5 above)	
		TOTAL:	5,791

* Site A is one of 5 mixed-use Core locks with retail, office & hotel uses above 2 sub-grade parking levels
** Site D includes Lots A, B, & C of San José Arena, which have a total of 1,424 spaces, of which 230 are reserved by San José Arena, so that the total shared use spaces are 1,194. Lot D, which now has 228 spaces for San José Arena, will be developed as a Core Block.
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2 SUB-GRADE LEVELS
DEMAND: DECEMBER WEEKDAY, 9:00PM

DEMAND WITH SHARED PARKING		SUPPLY	
1. TRANSIT - existing spaces to be replaced		1. SITE A: 5 Core Blocks - Mixed use;	
- Existing off-street:	1,090	(5 x 210 spaces each):	1,050*
- Existing on-street:	150	2. SITE B: 1 Core Block - Garage;	
SUBTOTAL:	1,240	(east center block)	1,308
30% of Subtotal:	372	3. SITE C: San José Arena Garage***	
		SUBTOTAL: 1&2 :	2,358
2. DEVELOPMENT - spaces for maximum new development in the six (6) Core Blocks		4. SITE D: San José Arena Surface Lot, available shared use	0
		5. SITE E: Adobe, Commercial parking, evening and night use; 70% of minimum net new provided spaces	1,040
- Retail - 20,000 SF			
- Restaurant/Bar/Nightclub/			
- Family Restaurant - 120,000 SF			
- Business Hotel - 250 Rooms			
- Office - 1,146,000 SF		6. Other off-street parking facilities within 1/3rd mile of SJ Arena	
SUBTOTAL:	1,560	per Arena TPMP	2,393
		SUBTOTAL:	4,751
		(Available Parking 1,2 & 6 above)	
TOTAL:	1,932	SUBTOTAL:	5,791
(2 and 30% of 1 above)		Including Use on Weekends from 6pm to 7am on Adobe Site E (add 5 above)	
		TOTAL:	5,791

* Site A is one of 5 mixed-use Core locks with retail, office & hotel uses above 2 sub-grade parking levels
** Site D includes Lots A, B, & C of San José Arena, which have a total of 1,424 spaces, of which 230 are reserved by San José Arena, so that the total shared use spaces are 1,194. Lot D, which now has 228 spaces for San José Arena, will be developed as a Core Block.
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3 SUB-GRADE LEVELS
PEAK DEMAND: DECEMBER WEEKDAY, 2:00PM

DEMAND WITH SHARED PARKING		SUPPLY	
1. TRANSIT - existing spaces to be replaced		1. SITE A: 4 smaller Core Blocks;	
- Existing off-street:	1,090	(4 x 310 spaces each):	1,240*
- Existing on-street:	150	2. SITE B: 2 larger Core Blocks;	
SUBTOTAL:	1,240	(2 x 438 spaces each)	876
		3. SITE C: San José Arena Garage	900***
		SUBTOTAL: 1, 2, & 3:	3,016
2. DEVELOPMENT - spaces for maximum new development in the six (6) Core Blocks		4. SITE D: San José Arena Surface Lot, available shared use	1,194**
		5. SITE E: Adobe, Commercial parking, evening and night use; 70% of minimum net new provided spaces	0
- Retail - 20,000 SF	57		
- Restaurant/Bar/Nightclub/			
- Family Restaurant - 120,000 SF	296		
- Business Hotel - 250 Rooms	55	6. Other off-street parking facilities within 1/3rd mile of SJ Arena	
- Office - 1,146,000 SF	2,922	per Arena TPMP	134
SUBTOTAL:	3,330		
TOTAL:	4,570	TOTAL: (Available Parking 1,2,3, 4, & 6 above)	4,344

* Sites A & B are 6 mixed-use Core Blocks with retail, office, & hotel uses above 3 sub-grade parking levels.
** Site D includes Lots A, B, & C of San José Arena; Lot D, now 228 spaces for the Arena, will be developed as a Core Block.
*** San José Arena is not committed to construct nor obligated by the City to build the 900 space parking garage.

3 SUB-GRADE LEVELS
DEMAND: DECEMBER WEEKDAY, 6:00PM

DEMAND WITH SHARED PARKING		SUPPLY	
1. TRANSIT - existing spaces to be replaced		1. SITE A: 4 smaller Core Blocks;	
- Existing off-street:	1,090	(4 x 310 spaces each):	1,240*
- Existing on-street:	150	2. SITE B: 2 larger Core Blocks;	
SUBTOTAL:	1,240	(2 x 438 spaces each)	876
62% of Subtotal:	769	3. SITE C: San José Arena Garage***	
		SUBTOTAL: 1 & 2:	2,116
2. DEVELOPMENT - spaces for maximum new development in the six (6) Core Blocks		4. SITE D: San José Arena Surface Lot, available shared use	0**
		5. SITE E: Adobe, Commercial parking, evening and night use; 70% of minimum net new provided spaces	1,040
- Retail - 20,000 SF	47		
- Restaurant/Bar/Nightclub/			
- Family Restaurant - 120,000 SF	686		
- Business Hotel - 250 Rooms	48		
- Office - 1,146,000 SF	731	6. Other off-street parking facilities within 1/3rd mile of SJ Arena	
SUBTOTAL:	1,512	per Arena TPMP	2,393
		SUBTOTAL:	4,509
		(Available Parking 1, 2, & 6 above)	
TOTAL:	2,281	SUBTOTAL:	5,549
(add 2 and 62% of 1 above)		Including Use of Adobe Site E from 6pm to 7am (add 5 above)	
		TOTAL:	5,549

* Sites A & B are 6 mixed-use Core Blocks with retail, office, & hotel uses above 3 sub-grade parking levels.
** Site D includes Lots A, B, & C of San José Arena; Lot D, now 228 spaces for the Arena, will be developed as a Core Block.
*** San José Arena is not committed to construct nor obligated by the City to build the 900 space parking garage.

3 SUB-GRADE LEVELS
DEMAND: DECEMBER WEEKDAY, 9:00PM

DEMAND WITH SHARED PARKING		SUPPLY	
1. TRANSIT - existing spaces to be replaced		1. SITE A: 4 smaller Core Blocks;	
- Existing off-street:	1,090	(4 x 310 spaces each):	1,240*
- Existing on-street:	150	2. SITE B: 2 larger Core Blocks;	
SUBTOTAL:	1,240	(2 x 438 spaces each)	876
30% of Subtotal:	372	3. SITE C: San José Arena Garage ***	
		SUBTOTAL: 1&2:	2,116
2. DEVELOPMENT - spaces for maximum new development in the six (6) Core Blocks		4. SITE D: San José Arena Surface Lot, available shared use	0**
		5. SITE E: Adobe, Commercial parking, evening and night use; 70% of minimum net new provided spaces	1,040
- Retail - 20,000 SF			
- Restaurant/Bar/Nightclub/			
- Family Restaurant - 120,000 SF			
- Business Hotel - 250 Rooms			
- Office - 1,146,000 SF		6. Other off-street parking facilities within 1/3rd mile of SJ Arena	
SUBTOTAL:	1,560	per Arena TPMP	2,393
		SUBTOTAL:	4,509
		(Available Parking 1,2 & 6 above)	
TOTAL:	1,932	SUBTOTAL:	5,549
(add 2 and 30% of 1 above)		Including Use of Adobe Site E from 6pm to 7am	
		(add 5 above)	
		TOTAL:	5,549

* Sites A & B are 6 mixed-use Core Blocks with retail, office, & hotel uses above 3 sub-grade parking levels.
** Site D includes Lots A, B, & C of San José Arena; Lot D, now 228 spaces for the Arena, will be developed as a Core Block.
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FIELD
PAOLI

150 CALIFORNIA 7TH FLOOR SAN FRANCISCO CA 94111 T. 415 788 6606 F. 415 788 6650 WWW.FIELDPAOLI.COM